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NINETEENTH ANNUAL REPORT

OF THE

RAILROAD AND WAREHOUSE COMMISSION

OF

MINNESOTA

TO THE GOVERNOR

FOR THE YEAR ENDING NOVEMBER 30, 1903.

MINNEAPOLIS, MINN.:
THE GREAT WESTERN PRINTING CO.
1903

STATE OF MINNESOTA.

OFFICE OF THE RAILROAD AND WAREHOUSE COMMISSION.

ST. PAUL, Dec. 30, 1903.

To His Excellency Samuel R. Van Sant, Governor of Minnesota,

SIR: Pursuant to the requirements of Section 18 of Chapter 10, of the General Laws of Minnesota, 1887, the Railroad and Warehouse Commission has the honor herewith to submit a report of the doings of the Commission for the year ending Nov. 30, 1903, this being the nineteenth annual report of the Commission as now organized, with such facts, statements and explanations as will disclose the actual workings of the system of railroad transportation in its bearings upon the business and prosperity of the people of the state, with such suggestions in relation thereto as seem appropriate to the Commission.

Very respectfully, your obedient servants,

IRA B. MILLS,

J. G. MILLER,

C. F. STAPLES,

Commissioners.

A. C. CLAUSEN,

Secretary,

St. Paul, Dec. 30, 1903.

JUN 27 1917

SECTION I.

Summary and Comparison of Returns of all
Railroads doing business in this State.

Work of the Commission and Recommendations
for Legislation.

Formal and Informal Complaints.

Statistical Tables taken from Railroad Reports.

Grain Inspection, State Weighmasters' and
Registrars' Reports.

NINETEENTH ANNUAL REPORT OF THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF MINNESOTA

FOR THE YEAR ENDING NOVEMBER 30, 1903.

RAILROAD MILEAGE IN MINNESOTA.

The total number of miles of main line of railroads operating in Minnesota (not including local transfer lines, union depot tracks and private logging roads), on June 30, 1903, was 7,250.01, and on June 30, 1902, as shown in our report for that year, was 7,165.93, which will show an increase for the year of 1903 of 84.08 miles.

An error was discovered in the mileage table of our 1902 report, the result of a duplication in reporting mileage of the Winona & Western Railway. This company reported 97.25 miles, and this was also included in the report of the Wisconsin, Minnesota & Pacific Railway, by whom the former company's property was acquired in September, 1901. The total mileage for the year 1902, therefore, should have read 7,068.68, instead of 7,165.93, or 97.25 miles less, which will have the effect of showing the increase for the year 1903, 181.33 miles, instead of 84.08.

The mileage of transfer and terminal railways for the year 1903 is 86.94, which is the same mileage as that reported for the year 1902.

The increase is principally in the mileage of the Canadian Northern, Chicago, Milwaukee & St. Paul, Chicago, Rock Island & Pacific, Minnesota & International, Wisconsin, Minnesota & Pacific, and the Duluth & Northern Minnesota railways.

The Canadian Northern shows 44 miles, this being the first year of their report to this Commission. The Chicago, Milwaukee & St. Paul has extended its line from Farmington to Le Sueur Center, a distance of about 35 miles. The Chicago, Rock Island & Pacific has also extended its line from Comus to St. Paul, a distance of about 52 miles. The Minnesota & International has extended its line north from Black

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Duck a distance of about 21 miles, and the Wisconsin, Minnesota & Pacific has also built a line from Zumbrota to Rochester, of about 26 miles. The balance of the mileage being for spur tracks, principally on the lines of the Duluth & Northern Minnesota, and the Minnesota & North Wisconsin railways.

GROSS EARNINGS.

The total gross earnings of the railroads doing business in Minnesota from passengers, freight, express, mail, baggage, miscellaneous, etc., for the year ending June 30, 1903, were \$68,061,499, and for the previous year the same were \$51,868,192, which shows an increase of \$16,193,307 for the present year.

This apparent phenomenal increase in gross earnings is explained by the fact that in the year 1902, reports of the Great Northern, Eastern Minnesota and Willmar & Sioux Falls railways to this Commission failed to show Minnesota earnings on their interstate business.

The gross earnings of these Companies on business done within the state of Minnesota only, as shown in our 1902 report, page 75, amount to \$6,687,651. By comparing the same with the tax returns of these companies which were filed in this office after the printing of our annual report, they show their gross earnings on both state and interstate business, for the purpose of taxation, to be \$16,409,854, making a difference of \$9,722,203, so that the total gross earnings of all railway companies doing business in this state, as shown on page 75, above referred to, should have been \$61,590,395 instead of \$51,868,192, which would have the effect of making the actual increase for 1903, \$6,471,104, instead of \$16,193,307. (See also under "Incomplete Reports," page 6, 1902 Report.)

OPERATING EXPENSES.

The total proportion of operating expenses in the state of Minnesota, as reported by the railroad companies, for the year ending June 30, 1903, was \$32,302,296. For the previous year the same was \$28,007,439, which shows an increase for 1903 of \$4,294,857.

NET INCOME.

The net income for Minnesota reported by the railroad companies for the year ending June 30, 1903, was \$35,759,203, and for the previous year the same was \$23,860,753, which shows an increase for the year 1903, of \$11,898,450.

This apparently large increase in net income will be understood by referring to explanation under head of "Gross Earnings" on 6th page. In the light of this explanation the actual increase in net income would be \$2,176,247.00.

ACCRUED INTEREST.

The total amount of the accrued interest on funded debt and current liabilities of all the railroad companies doing business in this state, reported to this Commission for the year ending June 30, 1903, for the entire lines, was \$40,007,124, being \$39,753,474 interest on funded debt, and \$253,650 on current liabilities. The total amounts so accrued in the year 1902 was \$36,156,186, being \$35,947,512 interest on funded debt, and \$208,674 on current liabilities, which shows an increase for the year 1903 of \$3,850,938.

RENTALS PAID.

The total amount of rentals paid by railroad companies doing business in this state for the use of tracks of other railroad companies for the entire lines for the year ending June 30, 1903, was \$6,493,380, and for the previous year the amount so paid was \$4,490,155, which shows an increase for the year 1903 of \$2,003,225.

DIVIDENDS.

The total amount of dividends paid by the various railroad companies doing business in this state and reporting to this Commission, for the year ending June 30, 1903, for the entire lines, was \$47,974,415, being \$40,308,643 on common stock, and \$7,665,772 on preferred stock. The total amount of dividends paid the previous year was \$44,874,775, being \$35,936,928 on common stock, and \$8,937,847 on preferred stock. This will show a total increase for the year 1903 of \$3,099,640.

The following companies paid dividends for the year 1903, as shown below:

Chicago, Burlington & Quincy, common	\$ 7,758,455
Chicago Great Western, preferred	568,620
Chicago Great Western, debenture	1,025,693
Chicago, Milwaukee & St. Paul, common	4,363,792
Chicago, Milwaukee & St. Paul, preferred	3,291,883
Chicago, St. Paul, Minneapolis & Omaha, common	1,113,300
Chicago, St. Paul, Minneapolis & Omaha, preferred	787,976
Chicago & Northwestern, common	3,060,414
Chicago & Northwestern, preferred	1,791,600
Chicago, Rock Island & Pacific, common	4,680,766
Duluth Terminal, common	3,000

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Great Northern Railway, common	8,673,973
Minneapolis & St. Louis, common	300,000
Minneapolis & St. Louis, preferred	200,000
Northern Pacific, common	10,074,943
Willmar & Sioux Falls, common	280,000

Total.....\$47,974,415

In addition to the above, the St. Paul, Minneapolis & Manitoba railways, whose lines are leased and operated by the Great Northern Railway Company, paid dividends for the year ending June 30, 1903, amounting to \$1,200,000.

TAXES.

The total amount of taxes paid by the railroad companies on their gross earnings in the state of Minnesota for the calendar year ending December 31, 1902, amounted to \$1,922,204.22, and for the previous year the same was \$1,659,071.30, which shows an increase for the year 1902 of \$263,132.92. The total amount of gross earnings from operation for the entire lines of all railroad companies reporting to this Commission for the fiscal year ending June 30, 1903, were \$338,235,018. The total amount of taxes paid on the same in all the states through which they pass is reported as \$10,962,005, which shows a tax rate of .03241 per cent upon their gross earnings.

During the past year back taxes on items which hitherto had not been reported for taxation, resulted in collecting through this department the sum of \$116,791.22 (for particulars see this report under the heading "Taxation of Gross Earnings").

The legislature of 1903 passed a bill proposing a constitutional amendment to increase the taxation on railroads in this state to four per cent., which will be submitted to the people at the next general election.

The basis of the present taxation of railroads doing business in this state, is one per cent for the first three years, two per cent for the next seven years, and three per cent after ten years.

SURPLUS.

The following twenty-two companies operating railroads in Minnesota, report a surplus after paying operating expenses, taxes, interest, rentals, dividends, etc., on June 30, 1903, which includes the surplus from previous years for their entire lines, as follows:

REPORT RAILROAD AND WAREHOUSE COMMISSION. 9

Canadian Northern	\$ 63,748
Chicago, Burlington & Quincy	25,422,324
Chicago Great Western	163,322
Chicago, Milwaukee & St. Paul	23,499,652
Chicago, St. Paul, Minneapolis & Omaha	3,800,912
Chicago & Northwestern	10,772,463
Chicago, Rock Island & Pacific	16,516,209
Duluth, Missabe & Northern	5,978,632
Duluth & Iron Range	4,922,820
Duluth & Northern Minnesota	172,027
Great Northern	11,574,865
Iowa Central	308,077
Minneapolis Eastern	98,787
Minneapolis Western	34,789
Minneapolis & St. Louis	1,281,432
Minneapolis, St. Paul & Sault Ste. Marie	3,739,752
Minnesota & North Wisconsin	3,165
Minnesota & International	86,835
Northern Pacific	9,725,655
Willmar & Sioux Falls	429,005
Winona Bridge Railway	19,314
Wisconsin Central	717,622
Total	\$119,331,418

The total surplus reported last year was \$85,886,821, which shows an increase for the year 1903, of \$33,444,597.

DEFICITS.

The following railroad companies operating railroads in Minnesota show a deficit, including the deficits from previous years, for entire lines, for the year ending June 30, 1903, as follows:

Dubuque & Sioux City (Illinois Central)	\$322,754
Red Lake Transportation Company	608
Which makes a total deficit of	\$323,362

The total deficit reported for the year 1902 was \$40,304, which shows an increase for 1903 of \$283,058.

CAPITAL STOCK AND FUNDED DEBT.

The total amount of capital stock and funded debt of the 26 railroads reporting to this Commission for their entire lines for the year ending June 30, 1903, was \$1,995,869,128, consisting of capital stock, \$901,839,239, and funded debt, \$1,094,029,889. The total amount of stock and debt reported for the previous year was \$1,577,971,928, consisting of capital stock, \$686,782,444, and funded debt \$891,189,484, thus showing a total increase of capital stock and funded debt for the year 1903, of \$417,897,200.

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ACCIDENTS.

Accidents to persons in Minnesota resulting from the movement of trains for year ending June 30, 1903, as compared with the year 1902:

Passengers, 1903, 11 killed and 175 injured; for previous year, 7 killed and 151 injured.

Trainmen, 1903, 46 killed and 475 injured; for previous year, 34 killed and 316 injured.

Switchmen, flagmen and watchmen, 1903, 12 killed and 89 injured; for previous year, 4 killed and 37 injured.

Other employees, 1903, 15 killed, 97 injured; for previous year, 13 killed and 43 injured.

Trespassers, 1903, 106 killed, 77 injured; for previous year, 71 killed and 83 injured.

Non-trespassers, 1903, 21 killed and 38 injured; for previous year, 10 killed and 50 injured.

Making a total for the year ending June 30, 1903, of 211 killed and 951 injured, and for the previous year, 139 killed and 680 injured.

In addition to the above, 4 employees were killed and 428 injured in the state of Minnesota, arising from accidents other than those resulting from movement of trains, locomotives or cars, which makes the grand total for the year 1903, 215 killed and 1,379 injured. (For particulars in detail, see Tables 5 and 6 in this report.)

ORGANIZATION OF THE COMMISSION.

The Commission, as now constituted, is as follows:

Ira B. Mills, elected 1901, for a term of 4 years.

J. G. Miller, elected 1901, for a term of 4 years.

Charles F. Staples, re-elected in 1903 for a term of 4 years.

WORK OF THE COMMISSION.

During the past year it has been gratifying to note from the railroad reports filed with the Commission, that the volume of business in this state has materially increased, which can be taken as an indication of the prosperity still existing in Minnesota.

The railroad companies have expended large sums of money in improving their road beds, straightening curves, reducing grades, substituting steel for wooden bridges, and otherwise improving their physical condition. Heavier locomotives and larger cars have also been added to their equipment, and on the whole the improvement in the physical condition of the railroads in the state has kept pace with same conditions in other states.

A careful reading of this report will inform one as to the varied work and questions considered and disposed of during the past year.

The Commission has been uniformly successful in securing for petitioners the relief sought in all cases where the demands have been reasonable.

Where it has been necessary to resort to the courts, in every case so far decided, the order of the Commission has been sustained.

The efforts to secure to the people a uniform maximum rate of 3 cents per mile for passenger fares has been accomplished.

A marked reduction in merchandise and commodity rates has been secured on the so-called ore roads.

A reduction in coal and lumber rates has been secured, which covers the major portion of the state, and will result in a saving of vast sums of money to the shippers of these commodities.

- The standard of efficiency in the Grain Department has been rigidly adhered to, few changes being found necessary.

LEGISLATION RECOMMENDED.

We renew our recommendations of last year, that a law be enacted preventing railway companies from raising rates for transportation of any class of freight, or commodity, between points in this state, without first obtaining the written consent of the Railroad & Warehouse Commission, and that the Commission be given power to order the erection and maintenance of interlocking plants at railroad crossings or intersections where, in their judgment, the same are necessary for public safety.

We call attention to our recommendation in the last report, that legislation be enacted forbidding the railroad companies to remove station buildings, or discontinue stations or station facilities, without first obtaining the written consent of the Commission.

This matter was taken up at the session of 1903, at which a law was enacted, but not the law framed by the Commission, and which really affords no relief. The legislation is again recommended.

The Commission should be given power to order the construction and maintenance of side tracks where needed, when stations are ten or more miles apart.

An amendment is recommended to Section 4, Chapter 148, G. L. 1895, known as the "Country Warehouse Law," providing a specific and severe penalty for the issuance of memorandum slips, or other form of warehouse receipts, except such form as is provided for in said section and established therewith by the Railroad and Warehouse Commission.

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TAXATION OF GROSS EARNINGS.

In our last annual report for the year 1902, on pages 11, 12 and 13, is shown the basis of divisions of gross earnings of railway companies doing business in this State, for the purpose of taxation, also items to be included for taxation, which basis was agreed to between the accounting officers of the respective companies and the Commission, after an examination of their books and records had been made by the Commission.

From the time of the adoption of the basis referred to above, demands have been made upon the various companies by the Commission, for statements of gross earnings, which hitherto had not been reported for taxation, which resulted in collecting, through this Department, the sum of \$116,791.22, in various amounts, which were certified to by the Commission and sent to the State Auditor for collection, as per the following statement:

	Back Taxes Collected.
Chicago Great Western Ry	\$4,319.65
C. B. & Q. R. Ry.....	175.21
C. M. & St. P. Ry.....	29,850.48
C. & N. W. Ry	3,660.43
C. St. P. M. & O. Ry.....	12,245.75
Eastern Minnesota Ry.....	7,905.09
Great Northern Ry.....	29,582.78
Soo Line.....	547.11
Minneapolis Western Ry	20.56
Northern Pacific Ry.....	21,618.39
Wisconsin Central Ry.....	42.84
Willmar & Stoupe Falls Ry.....	6,659.59
Minnesota Transfer Ry.....	162.44
	<hr/>
	\$116,791.22

Several matters on which this Commission were in doubt, regarding taxable earnings, were referred to the Attorney General for his opinion, and copies of our letters and his replies are given in full in another portion of the report under the head of "Attorney General's Opinions."

SUPPLY OF CARS.

In consequence of the protracted wet weather succeeding the harvest and the resulting interruptions and delays to threshing operations, grain has not moved to the terminal markets this season with the usual rush that would have characterized the movement under normal weather conditions. As a result, there has not been the usual number of complaints concerning scarcity of cars for grain shipments, the supply having been requisite to meet

the demands, except at a few points where deliveries were large and elevators were filling up rapidly. In these cases, however, relief was extended promptly, preventing any serious delay or inconvenience.

The demand for cars for wood and potato shipments has been thus far met by the railway companies in an equally satisfactory manner. In anticipation, however, on the part of shippers that the difficulties of the past in the matter of car supply would again be experienced this year, a number of communications were received by the Commission, soliciting advice as to the rights of shippers and the legal obligations of the railway companies in the matter of supplying and distributing cars. It was therefore deemed proper by the Commission to convey the desired information in the form of the circular letter which follows herewith, setting forth the relative rights and obligations of both shippers and common carriers:

Office of the Railroad & Warehouse Commission.
ST. PAUL, Sept. 5, 1903.

TO COMMON CARRIERS AND SHIPPERS:

Since the creation of the Railroad and Warehouse Commission, it has been their uniform experience that during the fall months of each year the railroad companies doing business in this state are unable to supply the demand for cars, particularly for the shipment of grain and potatoes.

The question of the proper distribution of cars has been a frequent source of controversy between shippers and the railroad companies, and in order to prevent complaint and undue charges of discrimination, which naturally arise on account of the shortage of cars, the Commission deem it their duty to the shippers and railroad companies to make the following suggestions, which, if carried out by both parties, will no doubt materially aid in preventing causes for complaint.

[Chapter 10, Section 7 (b), General Laws 1887] reads as follows: "Whenever any railroad company doing business in this state shall be unable, from any reasonable cause, to furnish cars at any railway station or side track, in accordance with the demand made by all persons demanding cars at such stations or side tracks for the shipment of grain or other freight, such cars as are furnished shall be divided as equally as may be among the applicants until each shipper shall have received at least one car, when the balance shall be divided ratably in proportion to the amount of daily receipts of grain or other freight, to each shipper, or to the amount of grain offered at such station on side tracks."

For the information of all concerned, the Commission has to say that they are without power under the law to compel a railroad company to furnish cars upon complaint simply that the person or station complaining is not provided with all the cars they need or have ordered. It is only when they are not getting their FAIR PROPORTION that the Commission can interfere. To do more, had we the power, would be to divert cars from other shippers or stations, and to help one at the expense of another.

Under the law quoted above each shipper should know in a general way what proportion of the cars received at his station he is entitled to receive from time to time from his knowledge of the receipts of the respective buyers and shippers at his station. The shipper should make his demand from the station agent, and cars, when placed, should be loaded as promptly as possible; and it is the duty of shippers ordering cars to see that they have suffi-

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cient grain or produce to load the cars to their capacity, and not use them for storehouses while waiting for deliveries to complete carloads, thereby holding themselves liable for demurrage charges. Chapter 320, General Laws of 1903, permits the shipper thirty-six hours' time, after delivery of car, in which to load cars ordered and used for loading grain and other farm produce upon track or from platform.

Railroad companies are hereby requested to see that a car record book is kept at each station, showing names of parties ordering cars, either in writing or verbally, also the date and hour ordered, kind of cars required, and the date orders were filled.

If the law, as quoted, is recognized and observed by the railroad companies, and the shipper can thus be made to feel that his rights are guarded and protected upon the basis of fair and equitable treatment, he will arrange his business accordingly and be more forbearing in his demands. In view of the difficulty of the situation, which is of annual recurrence, the Commission has considered it its duty to call the attention of common carriers and shippers to the provisions of our statute in this regard, and we trust that the provisions set forth in this circular, if carried out, may be of some service in allaying irritations which find frequent expression in complaints, for which we can suggest no remedy except as hereinbefore set forth.

By order of the Commission.

A. C. CLAUSEN, Secretary.

INTERLOCKING PLANTS.

The following new interlocking systems have been established during the past year. These plants were officially inspected and approved by the Commission, and permits granted for their operation in accordance with the requirements of Chapter 34, Section 2706, General Statutes 1894.

Fergus Falls, at crossing of the Great Northern Railway with the Northern Pacific Railway; Sauk Center, at crossing of the Great Northern Railway with the Northern Pacific Railway; Mankato, at crossing of the Chicago, Milwaukee and St. Paul Railway with Chicago, St. Paul, Minneapolis and Omaha and Chicago and Northwestern railways; Caroline, addition to interlocking plant at crossing of Chicago, St. Paul, Minneapolis and Omaha and Chicago and Northwestern railways with the Chicago, Milwaukee and St. Paul Railway; Minneapolis, at point of divergence of Wisconsin Central track from main tracks of the Great Northern Railway at Main Street on east bank of east channel of Mississippi river in the city of Minneapolis; Rochester, at crossing of the Chicago and Northwestern Railway with the Chicago Great Western Railway; Faribault, at crossing of the Chicago Great Western Railway with the Chicago, Rock Island and Pacific Railway; Hibbing, at crossing of the Duluth, Missabe and Northern Railway with the Great Northern Railway.

SENATE RESOLUTION IN RE PASSENGER RATES.

St. Paul, Minn., March 2nd, 1903.

To the Honorable the Senate of the State of Minnesota:

In response to a resolution adopted by the Senate on March 8th, 1902, calling upon the Railroad and Warehouse Commission of the State of Minnesota to investigate into the reasonableness of the Passenger Rates over all the railroads in the State, with a view to their reduction to a maximum of $2\frac{1}{2}$ cents and a minimum of 2 cents per passenger per mile, which Resolution reads as follows:

"Resolved by the Senate of Minnesota, the House concurring, that the Railroad and Warehouse Commission of the State of Minnesota be, and they are hereby directed to inquire into the reasonableness of the Passenger Rates now in force over all the railroads in the State of Minnesota, with a view to their reduction to a basis of not less than 2 cents, nor more than $2\frac{1}{2}$ cents per mile first-class, and also looking toward the establishment of a cheaper second-class passenger rate in Minnesota, to make such order as the facts in the case may warrant and to report to the next session of the Legislature the result of their investigation, together with a copy of any order they may make as a result thereof."

Responding to the above Resolution, the Commission on April 10th, 1902, sent out and served notice on all railroad companies doing business in this State, calling a hearing to be held in their offices at St. Paul, on the 22nd day of April, 1902, which reads as follows:

WHEREAS, the Senate and House of Representatives of the State of Minnesota on the 8th day of March, 1902, adopted the following joint Resolution:

"Resolved, by the Senate of Minnesota, the House concurring, that the Railroad and Warehouse Commissioners of the State of Minnesota be, and they are hereby directed to inquire into the reasonableness of the passenger rates now in force over all the railroads of the State of Minnesota, with a view to their reduction to a basis of not less than two cents nor more than two and one-half cents per mile first-class, and also looking toward the establishment of a cheaper second-class passenger rate in Minnesota, to make such order as the facts in the case may warrant and to report to the next session of the Legislature the results of their investigations, together with a copy of any order they may make as a result thereof."

IT IS THEREFORE RESOLVED, by the RAILROAD AND WAREHOUSE COMMISSIONERS of the State of Minnesota, that they proceed to investigate the reasonableness of the passenger rates of the Burlington, Cedar Rapids and Northern Railway Company; Chicago, Burlington and Quincy Railway Company; Chicago Great Western Railway Company; Chicago, Milwaukee & St. Paul Railway Company; Chicago and Northwestern Railway Company; Chicago, St. Paul, Minneapolis and Omaha Railway Company; Duluth and Iron Range Railroad Company; Duluth and Northern Minnesota Railway Company; Duluth, Missabe and Northern Railway Company; Eastern Railway Company of Minnesota; Great Northern Railway Company; Minneapolis and St. Louis Railroad Company; Minneapolis, St. Paul and Sault Ste. Marie Railway Company; Illinois Central Railroad Company; Minnesota and North Wisconsin Railway Company; Minnesota and International Railway Company; Northern Pacific Railway Company; Park Rapids and Leech Lake Railway Company; Willmar and Sioux Falls Railway Company; Wisconsin Central Railway Company; Wisconsin, Minnesota and Pacific Railroad Company.

IT IS FURTHER RESOLVED, that a hearing on the reasonableness of the passenger rates of the carriers named be had at the office of the Railroad and Warehouse Commissioners of the State of Minnesota, Room 612 Endicott Building, St. Paul, Minnesota, on the 22nd day of April, 1902, at 10 o'clock in the forenoon, and that the Secretary notify said carriers.

Dated April 10th, 1902.

A. C. CLAUSEN,
Secretary.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSIONERS OF THE
STATE OF MINNESOTA.

In the matter of the reasonableness of the passenger rates of the Burlington, Cedar Rapids & Northern Railway Company, the Chicago, Burlington & Quincy Railway Company, Chicago Great Western Railway Company, Chicago, Milwaukee & St. Paul Railway Company, Chicago & Northwestern Railway Company, Chicago, St. Paul, Minneapolis & Omaha Railway Company, the Duluth & Iron Range Railroad Company, the Duluth & Northern Minnesota Railway Company, Duluth, Missabe & Northern Railway Company, Eastern Railway Company of Minnesota, Great Northern Railway Company, Illinois Central Railroad Company, Minneapolis & St. Louis Railroad Company, Minneapolis, St. Paul & Sault Ste. Marie Railway Company, Minnesota & North Wisconsin Railway Company, Minnesota & International Railway Company, Northern Pacific Railway Company, Park Rapids & Leech Lake Railway Company, Willmar & Sioux Falls Railway Company, Wisconsin Central Railway Company, Wisconsin, Minnesota & Pacific Railroad Company.

To Each of the Above Named Common Carriers:

You will take notice, that the RAILROAD AND WAREHOUSE COMMISSIONERS OF THE STATE OF MINNESOTA has under consideration the reasonableness of the passenger rates on your respective lines, and a hearing on the reasonableness of said rates will be had by the said Commissioners at their office, Room 612 Endicott Building, on the 22nd day of April, A. D. 1902, at 10 o'clock in the forenoon, at which time and place you and each of you and all parties interested will have an opportunity to be heard.

Dated, St. Paul, Minn., April 10th, 1902.

By the Commission,

A. C. CLAUSEN, Secretary.

On April 22nd, all of the Railway Companies in the State were represented at the hearing.

After much discussion the Commission concluded that certain statistical information was essential in order to enable them to intelligently consider the matter, and for this reason an adjournment was taken to July 15th, 1902. In the meantime, certain forms were sent out to various companies asking for specific information; for this purpose a blank statement was sent to each company.

The responses received and the testimony given at the hearing on July 15th, together with the correspondence with the many large railway systems of the country, all tend to show that it is impossible for the railway companies to state with any degree of accuracy the division of cost of conducting the passenger and freight service.

In any-cases where they attempt to make the division, much of it is clearly made on an arbitrary basis, and any basis used for one company cannot be made to apply to another. Should the Commission apply the basis as shown by the companies reporting would mean that in a number of cases it would show the cost per passenger per mile much greater than the earnings per passenger per mile.

The only approximation the Commission could use from the records on file in their office would be on the basis of earnings and the various conditions would not permit of the same basis being applied to all the railroad companies alike. All the correspondence on this subject is herewith attached.

The adjourned meeting took place on July 15th, as stated above, the companies being represented principally by their Legal and Traffic Departments, and after considerable discussion and evidence taken, papers were filed by the "Soo" Line, the Minneapolis & St. Louis and Great Northern and Illinois Central Railways. The meeting adjourned subject to the call of the Commission, if further conference was found necessary. (Testimony and papers filed herewith.

Commissioner Henry Fink of New York, chairman of the Norfolk & Western Railway, in analyzing and reviewing a recent opinion and decision of the Interstate Commerce Commission, quotes as follows:

"Notwithstanding the manifest impossibility of making a proper apportionment of the expenses of a railroad between the passenger and freight service, attempts have frequently been made to solve the problem, by adopting as a basis of division according to the individual judgment of the officers of railroads, the mileage of freight and passenger trains, the car mileage, the gross tonnage, including dead weight, and the revenue from freight and passengers. Some railroad officers have even attempted to construct mathematical formulas for the purpose of determining the question of the cost of transportation of freight and passengers. As might have been expected, the attempts were so unsatisfactory that they had to be abandoned.

"The Interstate Commerce Commission, having doubtless become convinced of the futility, not to say absurdity, of the attempt to apportion the expenses between freight and passenger service, and desiring to save the railroad companies much unnecessary and unprofitable labor and expense,

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no longer requires them to make such apportionment in their reports to the Commission."

The Commission endeavored to obtain this information from the various Comptrollers of other railroad systems in this country without success. These companies claim that their accounts were not kept in such a manner, therefore it was impossible to give the information.

On looking over various annual reports of railroad companies to the stockholders for the year 1901—we find the following companies report the cost per passenger per mile, viz.:

	Cents	Page
New York, Ontario & Western.....	1.56	31
Pennsylvania Lines, West.....	2.02	70
Wabash.....	1.558	15
	1.527	
	1.369	
Pennsylvania R. R. Co., East.....	1.657	53
	1.611	
	1.482	

The reports of the above named companies and the replies received from their officers as to the methods adopted in arriving at their divisions are herewith attached.

It will be seen that any basis used is largely arbitrary, and no two companies use the same basis for determining the cost.

The Commission concluded that the questions at issue can best be determined by making a thorough and exhaustive examination of rates and conditions now existing in the several states of the Union and making a comparison with those existing in this state.

We herewith submit statements marked "A," "B," "C," "D" and "E" respectively. Statement "A" shows the population, area, railway mileage, population per square mile and population per railroad mile in the various states from which it will be noticed that Minnesota is very low down on the list as compared with other states, which appears to the Commission to be an important factor in determining this question.

Statement "B" shows the number of passengers carried one mile, the passenger earnings and the earnings per passenger mile on some of the large railway systems outside of the State of Minnesota, compared with similar data on the whole lines of railroads operating in this state. This statement shows that the average passenger earnings on the foreign roads were 1.904 cents per mile, as against 2.193 cents per mile on the railroad systems running through Minnesota, which shows an increase of 289-1000 of a cent (.289) in the Minnesota roads which is comparatively trifling, taking into consideration the volume of business done by the foreign roads as compared with that done by the railroad systems running through Minnesota; reductions obtained by the Commission during the past year will have the effect of reducing the average rate for the future.

Statement "C" shows the number of passengers carried one mile, the passenger earnings and the average receipts per passenger mile on six of the large railroad systems outside of the State of Minnesota, as compared with six of the large systems in Minnesota, the figures being taken from statement marked "B." This again shows the average earnings per passenger per mile on the foreign roads to be 2.012 cents, as against 2.191 cents on the Minnesota roads, which shows an increase of only 179-1000 of a cent (.179) in the Minnesota roads, which seems to be conclusive that the passenger rates in Minnesota are not high when compared with other systems, density of population and volume of business considered.

Statement "D" shows the maximum passenger rates per mile prescribed by law in the various states, together with those made by railroad companies and approved by Railroad Commissioners, an examination of which will

show that only in one or two cases are the prescribed rates less than three cents per mile, and in those cases only applies to certain systems and not to states, but the actual earnings as shown on statement "B" show the actual earnings to be much less.

Statement "E" shows the actual passenger rates used by the various railroads doing business outside of the State of Minnesota, which has been secured by the Commission from the general passenger agents of the respective companies; competition, together with the density of the population, coupled with the volume of traffic, has no doubt been the governing factor resulting in these companies carrying passengers at a less rate than that prescribed by law.

By comparing the statements herewith submitted to your Honorable Body, taking into consideration the density of the population, the earning capacity of each road coupled with the enormous volume of passenger traffic in the eastern and other states as compared with the western states through which Minnesota railroads run, the costly equipment which competitive conditions have brought about in our state, the still further demands for better passenger service in outlying districts, the reduced rates by means of mileage books and interchangeable mileage, excursion rates and commutation tickets for suburban traffic, which our people enjoy, the rates for which are $2\frac{1}{2}$ cents and under, the Commission is of the opinion that a maximum rate of three cents per passenger per mile is not unreasonable when compared with rates prevailing in other states and do not at the present time recommend any further reduction from the maximum rate at present charged by the respective companies doing business in this state.

Since the passage of the resolution in question the Commission has succeeded in obtaining a reduction in the passenger rates to a maximum of three cents per mile on all lines charging a higher rate except in the case of the Minnesota & International Railway, and have ordered a reduction on that line to a maximum rate of three cents per mile, the order at the present time is in litigation having been appealed from by the railway company.

Second-class passenger rates are in the opinion of the Commission not feasible or desirable, nor is there any public demand for the same in the State of Minnesota.

All of which is respectfully submitted.

(Signed)

IRA B. MILLS,
J. G. MILLER,
C. F. STAPLES,
Commissioners.

EXHIBIT "A"

STATEMENT SHOWING STATES, POPULATION, AREA, SQUARE MILES, RAILWAY MILEAGE, POPULATION PER SQUARE MILE AND POPULATION PER RAILROAD MILE, 1901.

STATE:—	Popu- lation	Area Sq. Miles	Ry. Mile- age	Pop. per Sq. Mile	Pop. per R. R Mile
Alabama	1,828,697	52,250	4,311	35.1	424.2
Arkansas	1,311,564	53,850	3,257	24.3	402.7
California	1,485,053	158,360	5,679	93.8	261.5
Colorado	539,700	103,925	4,755	5.2	113.5
Florida	528,542	58,680	3,341	9.	158.2
Georgia	2,216,531	59,475	5,957	37.3	372.
Illinois	4,821,550	56,650	11,225	85.1	429.3
Indiana	2,516,462	36,350	6,736	69.2	373.6
Iowa	2,231,853	56,025	9,482	39.8	235.4
Kansas	1,470,495	82,080	6,747	17.9	217.9
Kentucky	2,147,174	40,410	3,310	53.1	648.7
Louisiana	1,381,025	48,720	2,962	28.4	466.4
Maine	694,466	33,040	1,940	21.	357.9
Massachusetts	2,805,346	8,315	2,111	337.4	1328.9
Michigan	2,420,932	58,915	8,279	41.1	292.4
Missouri	3,106,665	69,415	7,081	44.8	438.7
Mississippi	1,551,270	46,810	3,040	33.1	510.3
New Hampshire	411,588	9,305	1,203	44.2	342.1
New York	7,268,894	49,220	8,120	147.7	895.2
North Carolina	1,893,810	52,250	3,810	36.2	497.1
Ohio	4,157,545	41,060	8,953	101.3	464.4
Pennsylvania	6,302,115	45,215	10,477	139.4	601.4
Rhode Island	428,556	1,250	209	342.8	2050.8
South Carolina	1,540,316	30,570	2,977	43.8	450.2
Texas	3,048,710	266,780	10,581	11.5	288.1
Vermont	343,641	9,565	1,045	35.9	328.8
Virginia	1,854,184	42,460	3,824	43.7	484.9
Wisconsin	2,069,042	56,040	6,737	36.9	307.
Minnesota	1,751,394	83,365	7,074	21.8	247.6

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EXHIBIT "B"

STATEMENT SHOWING NUMBER OF PASSENGERS, NUMBER OF PASSENGERS CARRIED ONE MILE, PASSENGER EARNINGS AND RATE PER PASSENGER PER MILE ON RAILROAD SYSTEMS OPERATED OUTSIDE OF THE STATE OF MINNESOTA, AS COMPARED WITH SYSTEMS OPERATED IN MINNESOTA, FOR THE WHOLE LINE AND THE PROPORTION ACCRUING TO THE STATE OF MINNESOTA, FOR THE YEAR 1901.

Note—Taken from "Poer's Manual" and from the Report of the Railroad and Warehouse Commission of Minnesota.

FOREIGN RAILROADS.

NAME OF RAILWAY CO.,—	Number of Passengers Carried	Number of Passengers Carried One Mile	Passenger Earnings	Passenger Earnings Per Mile
Central of Georgia.....	2,146,567	70,478,468	\$1,641,882	2.330
Lake Shore & Michigan Southern.....	5,951,341	376,084,739	6,806,308	1.800
Missouri Pacific.....	5,308,519	249,968,897	5,546,091	2.219
New York, Ontario & Western.....	1,313,572	46,683,628	855,201	1.830
Central Railroad of New Jersey.....	14,198,612	175,608,497	2,602,745	1.480
Delaware, Lackawanna & Western.....	15,025,996	320,636,013	4,522,333	2.064
Delaware & Hudson.....	5,703,635	95,835,051	2,432,373	2.265
Boston & Maine.....	38,496,814	632,476,537	11,147,757	1.763
Pennsylvania Railroad Company System.....	46,698,595	1,050,463,693	21,908,263	1.992
Philadelphia & Reading.....	22,697,295	284,286,612	4,561,393	1.606
C. C. C. & St. L.....	5,542,688	269,259,134	4,979,652	1.921
Wabash Railroad Company.....	4,943,016	264,268,214	4,982,394	1.855
New York Central System.....	30,318,735	919,924,853	16,738,344	1.830
Michigan Central.....	3,400,075	228,293,565	4,644,230	2.034
Erie Railroad.....	17,209,900	469,670,338	7,273,064	1.550
Union Pacific.....	3,236,633	.....	\$7,900,490	.....
Baltimore & Ohio.....	11,660,900	458,294,750	9,064,602	1.980
Atchison, Topeka & Santa Fe.....	5,664,811	514,037,047	11,678,017	2.273
P. C. C. & St. L.....	8,467,448	247,267,565	5,253,906	2.060
Totals.....	347,983,602	6,649,427,451	\$126,627,686	1.904 Avg.

*Not included in additions.

MINNESOTA RAILROADS.

Burlington, Cedar Rapids & Northern.....	1,175,069	49,007,539	\$1,171,034	2.545
*Chicago, Burlington & Quincy.....	.....	*533,558,612	*11,533,207	*3.162
*Chicago, Milwaukee & St. Paul.....	*8,319,227	*341,643,592	*7,939,215	*2.324
Chicago & Northwestern.....	17,036,594	483,519,690	9,751,673	2.017
Chicago, St. Paul, Minneapolis & Omaha.....	2,046,781	104,610,986	2,495,118	2.385
*Chicago Great Western.....	*1,493,609	*66,052,117	*1,332,980	*2.010
Duluth & Iron Range.....	154,246	6,064,936	175,399	2.892
Duluth, Missabe & Northern.....	72,267	2,759,317	85,827	3.110
Eastern Railway of Minnesota.....	284,919	20,192,630	439,213	2.176
Great Northern.....	2,171,271	177,757,309	3,943,926	2.219
Minneapolis & St. Louis.....	857,937	34,859,713	703,826	2.016
Minneapolis, St. Paul & Sault Ste. Marie.....	478,016	39,375,793	875,948	2.225
Minn. & Int.....	44,223	1,721,731	57,257	3.321
Northern Pacific.....	3,298,722	308,819,605	7,017,823	2.272
W. & S. F.....	186,289	7,568,685	217,405	2.872
Wisconsin Central.....	980,390	54,134,195	1,123,832	2.076
Totals.....	38,600,050	2,228,646,450	\$48,863,683	2.193 Avg.

*Or less deductions marked * average would be 2.180.

MINNESOTA PROPORTION.

Burlington, Cedar Rapids & Northern.....	138,637	2,296,802	\$61,066	2.659
Chicago, Burlington & Quincy.....	.....	.....	.....	.....
Chicago, Milwaukee & St. Paul.....	.....	.....	.....	.....
Chicago & Northwestern.....	611,037	20,617,186	503,827	2.440
Chicago, St. Paul, Minneapolis & Omaha.....	708,966	36,237,522	864,294	2.386
Chicago Great Western.....	.....	.....	.....	.....
Duluth & Iron Range.....	154,246	6,064,936	175,399	2.892
Duluth, Missabe & Northern.....	72,267	2,759,317	85,827	3.110
Eastern Railway of Minnesota.....	140,894	4,571,836	118,738	2.597
Great Northern.....	1,154,209	47,204,768	1,163,236	2.464
Minneapolis & St. Louis.....	703,100	27,431,404	530,352	1.933
Minneapolis, St. Paul & Sault Ste. Marie.....	206,827	11,652,035	287,537	2.216
Minn. & Int.....	44,223	1,721,731	57,257	3.321
Northern Pacific.....	1,205,386	74,652,322	1,625,390	2.177
W. & S. F.....	67,949	2,038,407	62,190	3.051
Wisconsin Central.....	61,988	1,753,937	36,082	2.067
Total.....	5,268,729	239,002,203	\$5,540,406	2.318 Avg.

*Not shown.

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EXHIBIT "C"

STATEMENT SHOWING NUMBER OF PASSENGERS CARRIED ONE MILE, PASSENGER EARNINGS AND AVERAGE RATE PER PASSENGER PER MILE ON FOREIGN AND MINNESOTA LINES OF RAILWAYS FOR THE YEAR 1901.

NAME OF RAILROAD:—	Number of Passengers Carried 1 Mile	Passenger Earnings	Average Rate Per Passenger Per Mile
New York, Chicago & Hudson River Ry.....	915,924,853	\$16,738,344.00	1.830
Pennsylvania Company.....	1,050,463,693	21,903,263.00	1.992
Missouri Pacific.....	249,958,897	5,546,091.00	2.219
Baltimore & Ohio.....	458,294,750	9,054,602.00	1.980
Lake Shore & Michigan Southern.....	376,084,739	6,805,208.00	1.809
Atchison, Topeka & Santa Fe Ry.....	514,037,047	11,678,017.00	2.272
Totals.....	3,564,763,979	\$71,725,525.00	Avg. 2.012
Great Northern.....	177,757,309	\$3,943,926.00	2.219
Northern Pacific.....	308,819,605	7,017,823.00	2.272
Chicago Great Western.....	66,052,117	1,332,980.00	2.010
Chicago & Northwestern.....	483,519,690	9,751,673.00	2.017
Chicago, Milwaukee & St. Paul Ry.....	341,643,582	7,939,215.00	2.324
Chicago, St. Paul, Minneapolis & Omaha Ry.....	104,610,986	2,495,118.00	2.385
Totals.....	1,482,403,299	\$32,480,735.00	Avg. 2.181

RECAPITULATION.

Foreign Railroads.....	3,564,763,979	\$71,725,525.00	2.012
Minnesota Railroads.....	1,482,403,299	32,480,735.00	2.191
Difference.....	2,082,360,680	\$39,244,790.00	0.179

EXHIBIT "D"

STATEMENT SHOWING MAXIMUM PASSENGER RATES PER MILE IN VARIOUS STATES, AS PROVIDED BY LAW, AND ALSO THOSE MADE BY RAILROAD COMPANIES AND APPROVED BY STATE RAILROAD COMMISSIONS.

STATES—	Provided by State Laws		As made by Railroad Companies and Approved by Commissions	
	Maximum Passenger Rates per Mile	Mileage Books per Mile	Maximum Passenger Rate per Mile	Mileage Books per Mile
	Cents	Cents	Cents	Cents
Alabama .....	.....	.....	3 and up	.....
Arkansas	3 to 8	.....	.....	2½
California .....	.....	.....	2 to 10	2½
Colorado .....	.....	.....	3 to 5	.....
Florida .....	.....	.....	3 to 4	2½
Georgia	{ Class A 3 Class B 4 Class C 5 }	.....	.....	.....
Illinois .....	.....	.....	8	2
Indiana .....	.....	.....	8	2
Iowa	{ \$4,000 per mile 3 \$3,000 per mile 3½ Less than \$3,000 4 }	.....	.....	2½
Kansas .....	.....	.....	8	.....
Kentucky .....	.....	.....	8	2½
Louisiana	3	.....	8	.....
Maine .....	.....	.....	3½	2 37
Massachusetts	{ Made by R. R. Cos., subject to revision by courts..... }	.....	.....	2
Michigan	* 2 to 4	2 and 2½	.....	.....
Missouri	3 to 4	.....	.....	.....
Mississippi	3 and 4	.....	.....	.....
New Hampshire .....	.....	.....	2 to 2½	2
New York	N. Y. Cent. 2, others 3	.....	.....	.....
North Carolina .....	.....	.....	2½ to 3½	2½
Ohio .....	.....	.....	3	3
Pennsylvania	3	2	.....	.....
Rhode Island .....	.....	.....	1,983 to 5	2
South Carolina	8	.....	.....	.....
Texas	8, on train 4	.....	.....	.....
Vermont .....	.....	.....	8½ and up	2
Virginia .....	.....	.....	{ 3, narrow gauge 4.. }	2½
Wisconsin	8	2	.....	.....
Minnesota .....	.....	.....	8	2 and 2½

*Lower Peninsula, \$3000 per mile and over, 2 cents.
 Lower Peninsula, \$2000 per mile and over, 2½ cents.
 Lower Peninsula, \$2000 per mile or less, 3 cents.
 Upper Peninsula, \$3000 per mile and over, 3 cents.
 Upper Peninsula, \$2000 per mile and over 4 cents.
 Upper Peninsula, \$2000 per mile or less, 4 cents.

EXHIBIT "E."
STATEMENT SHOWING PASSENGER RATES PER MILE FOR DIFFERENT CLASSES
OF TICKETS USED BY THE FOLLOWING RAILROAD COMPANIES:
 Taken from information supplied by their general passenger agents.

NAME OF RAILWAY CO.	Main Line		Branch Lines		Mileage Books			Excursion Tickets	Sub-urban Tickets	Remarks
	Single Trip Tickets	Round Trip Tickets	Single Trip Tickets	Round Trip Tickets	1000 Miles	2000 Miles	Inter-change			
	Cts	Cts	Cts	Cts	Cts	Cts	Cts	Cts	Cts	
Central of Georgia.....	3	.....	3	.....	2.5	.....	None	None	.....	Suburban and local excursion rates governed by local conditions. Cannot answer questions on account of different state laws.
L. S. & M. S.	3	.....	80¢	double local	.....	.....	.....	.....	.....	Only one form of ticket, and is limited to midnight of day of sale.
Missouri Pacific.....	3	.....	80¢	double local	.....	.....	.....	.....	.....	Fares on Utica Division, 2 cents per mile.
New York, Ont. & Western....	2	.....	None	.....	.....	.....	.....	.....	.....	Also issue 500-mile books at 2c a mile.
Central R. R. of N. J.	2.5 to 3	2 to 3	2.5 to 3	2 to 3	2	.....	.....	.....	.....	Excursion tickets only sold in special and limited territory.
Del., Lack. & Western.....	3	.....	3	.....	2	.....	.....	.....	.....	Rate for excursion and suburban tickets governed by the occasion and real conditions. Combination round trip and excursion rates made as circumstances warrant.
Del. & Hudson.....	3	.....	3	.....	2	.....	.....	.....	.....	Rates on R. W. & O. Division 3 cents per mile single trip, and 2½ cents round trip, and combination tickets from 6-10 to 5 cents.
Boston & Maine.....	2 to 3½	.....	2½ to 3½	.....	2	.....	.....	.....	.....	Excursion rates vary according to local conditions.
Pennsylvania Railroad.....	3	.....	3	.....	2	.....	.....	.....	.....	Cannot furnish this information at the present time.
Philadelphia & Reading.....	3	.....	3	.....	2	.....	.....	.....	.....
C. C. & St. L.	3	.....	3	.....	2	.....	.....	.....	.....
Wabash R. R. Co.	3	.....	3	.....	2½	.....	.....	.....	.....
N. Y. Central & H. R. R. R.	2	.....	2	.....	2	.....	.....	.....	.....
Michigan Central.....	3	.....	3	.....	None	.....	.....	.....	.....
Erie Railroad.....	3	.....	3	.....	2	.....	.....	.....	.....
Union Pacific.....	3 to 5	.....	3 to 5	.....	2½	.....	.....	.....	.....
Baltimore & Ohio.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

*For 50 rides.

†Except on special occasions.

‡According to locality and conditions.

EXCESSIVE PASSENGER RATES ON MINNESOTA & INTERNATIONAL RAILWAY.

In the matter of the complaint of W. H. Hallet, of Pequot, Crow Wing County, with regard to excessive passenger rates on the Minnesota & International Railway, the proceedings in said case being found in our annual report for 1902, page 21.

The Commission after full investigation and hearing evidence found the facts to be as stated by complainant, and on December 10, 1902, issued the following order:

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF MINNESOTA.

W. H. Hallet, Complainant, vs. The Minnesota and International Railway Company, Respondent.

The complaint in this action having been served upon the above named respondent, and it having appeared and answered, and the case having come on for hearing October 2nd, 1902, at Brainerd, Minnesota, the complainant having appeared in person, and respondent by J. B. Kerr its attorney, and the evidence of witnesses offered having been taken, and the case having again been taken up by the Commission on December 10th at their offices in the City of St. Paul, Emerson Hadley appearing as counsel for the respondent.

After hearing the evidence and due consideration, the Commission finds as facts:

That the Minnesota & International Railway Company is a corporation duly organized and incorporated under the laws of this state, and is operating a railway from Brainerd, Minnesota, to Black Duck, Minnesota, and about ten (10) miles north, all of said line being in the State of Minnesota.

That said Minnesota & International Railway Company for some time have been and are now charging four (4) cents a mile for carrying passengers between stations on the line of its road within this state; that any sum greater than the sum of three (3) cents a mile is an unreasonable charge for the transportation of passengers between stations on the line of said railway.

IT IS THEREFORE ORDERED, that the Minnesota & International Railway Company reduce its fares of rates and charges for the carrying of passengers between stations on the line of its railway in this state to a sum not exceeding three (3) cents per mile, and it is hereby forbidden to charge any greater sum for such service.

Dated December 10th, 1902.

By the Commission,

(Seal.)

A. C. CLAUSEN,
Secretary.

On January 7th, 1903, the Railway Company gave notice of appeal to the District Court from the order of the Commission, and the matter was at once referred to the Attorney General for action, but prior to the matter being heard in Court, a representative of the Railway Company appeared before the Commission and advised them that his Company was prepared to stand by the order of the

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Commission, and that a new schedule of passenger rates based on three cents per mile would become effective on July 1st, 1903, and requested withdrawal of suit. This was satisfactory to the Commission and the Attorney General was advised accordingly. The new schedule referred to above was filed and took effect July 1st, 1903.

APPLICATIONS TO IGNORE LONG AND SHORT HAUL CLAUSE.

During the past year applications have been received from the Northern Pacific Railway Company, Great Northern Railway Company and Chicago & Northwestern Railway Company, for permission to meet rates in effect by competing lines at certain stations in Minnesota, where such basis of rates would be less than at intermediate stations, and to maintain such intermediate rates, or, in other words, to charge a greater rate for the shorter than for the longer distance in order to meet competitive conditions.

In each case the Commission denied the application, as an examination of the map of Minnesota demonstrated the fact that the communities could be well served by the short line service, and while a company may lose the business at some points, it would gain at others, and upon the whole would lose nothing by complying with the law as it now stands, and would prevent a great deal of dissatisfaction among shippers at the intermediate points.

DISTRIBUTING MERCHANDISE RATES FROM CROOKSTON, FERGUS FALLS, ST. CLOUD, MOORHEAD AND BRAINERD.

The proceedings in the above case are fully shown on page 20 and 21 in our Annual Report for 1902, the order of the Commission being appealed from by the Railway Companies to the District Court of Ramsey County.

The Commission referred the matter to the Attorney General and engaged the services of the Hon. H. W. Childs as Associate Counsel. Testimony has been taken and the case has been argued before the Hon. Judge Kelley, but up to the present time a decision has not been reached.

LIVE STOCK RATES.

In our Annual Report for the year 1902, on pages 19 and 20, a partial report is given with reference to a complaint filed by the

Chicago Live Stock Exchange with the Interstate Commerce Commission, claiming discrimination against Chicago on Live Stock Rates in favor of the St. Paul and Missouri River markets.

This Commission prepared a petition to intervene and presented the same to the Interstate Commerce Commission at the first hearing, which was held in Chicago on Nov. 6th, 1902, and was to the effect that the present rates to the markets of Chicago and St. Paul were just and reasonable, and asking that the present differentials be maintained. After considerable testimony was taken the meeting adjourned until January 20th, 1903, at the same place, at which representatives of the Missouri River & South St. Paul Stock Yards and all the Railroad Companies interested were present. Considerable further testimony was taken. Chairman Mills conducted the case for the State, Commissioner Staples and Thomas Yapp appearing as witnesses. A number of statistical tables were prepared in this office and used in evidence, and after a three days' session the matter was taken under advisement by the Interstate Commerce Commission, but up to the present time no decision has been reached.

The following is a copy of the petition above referred to:

BEFORE THE INTERSTATE COMMERCE COMMISSION.

The Chicago Live Stock Exchange, Complainants, vs. The Atchison, Topeka & Santa Fe Railway Company et al., Defendants.

The petition of the Railroad and Warehouse Commissioners of the State of Minnesota respectfully shows:

That Ira B. Mills, Joseph G. Miller and Charles F. Staples are the duly elected and qualified Railroad and Warehouse Commissioners of the State of Minnesota, and constitute the Railroad and Warehouse Commission of said state; that said Railroad and Warehouse Commission was created and its powers and duties defined by Chapter 10 of the General Laws of the State of Minnesota for the year 1887, and the several amendments to said chapter; that under and by the provisions of Chapter (10) ten of the General Laws of Minnesota for the year 1887 as amended by Chapter (106) one hundred and six of the General Laws of Minnesota for the year 1891, Chapter (67) sixty-seven of the laws of said state for 1897, it is made the duty of said Commission upon complaint of any person, firm, corporation or association, that, if any part of the tariff of rates, fares, charges or classifications of any common carrier filed with the Commission between points wholly within the State of Minnesota are unreasonable, to forward a copy of said complaint to said carrier so complained of, and require it to satisfy the said complaint or answer within a reasonable time to be fixed by the Commission, and providing that, if said complaint is not satisfied, that the Commission proceed to a hearing and investigate the reasonableness of the rate complained of, provided, that the Commission may at any time, although no complaint has been filed with it, proceed upon its own motion to investigate the tariff of rates, fares, charges and classifications or any part thereof filed and published by any common carrier, and, if in either proceeding, upon the evidence, the tariff of rates, fares, charges and classifications are found to be unjust, unreasonable or unequal, the Commission shall by its report

in writing state wherein they are unequal or unreasonable, and shall make a tariff of rates, fares, charges and classifications which shall be substituted for the tariff complained of. Such tariff of rates, fares, charges and classifications so made by the Commission shall be deemed and taken in all courts of the State of Minnesota as prima facie evidence that the tariffs of rates, fares, charges and classifications so made are equal and reasonable. That the State of Minnesota is a large producer of cattle, sheep and hogs, and that there is a market for the sale of said cattle, sheep and hogs at South St. Paul and at other places in the State of Minnesota, and that there are packing houses at South St. Paul and other points in the state where cattle, sheep and hogs are slaughtered and packed.

That the rates in existence at the time of the filing of complainant's petition in this proceeding and that now exist on live stock from points in Minnesota and Iowa tributary to South St. Paul and to other markets in the State of Minnesota to such markets were relatively just and reasonable with the rates existing, and that existed at the time of the filing of said petition from said points to Chicago, Sioux City and other markets, that the rates that existed at the time of the filing of said petition and that now exist between St. Paul and Chicago on packing houses products or provisions are relatively just and reasonable with the rate on live stock from Minnesota markets to Chicago, Sioux City and other markets outside of the State of Minnesota.

That Chicago and other markets outside of the State of Minnesota are receiving and at all times during the existence of the rates complained of, a just and fair proportion of live stock that is raised in and shipped from the State of Minnesota and points in Iowa and other states tributary to South St. Paul.

That your petitioners ask to intervene in this proceeding and pray that the foregoing petition may be considered as an answer in intervention herein, and that your Honorable Commission, in any order that it may make in this proceeding, will preserve the relative rates on all kinds of live stock, provisions and packing house products as they now exist from points in Minnesota and Iowa to South St. Paul, Sioux City, Chicago and other markets and between South St. Paul, Chicago and other markets.

IRA B. MILLS,
C. F. STAPLES,
J. G. MILLER.

State of Minnesota, County of Ramsey—ss.

Ira B. Mills, being duly sworn, deposes and says, that he is one of the Railroad and Warehouse Commissioners of the State of Minnesota; that he has read the foregoing petition and knows the contents thereof, and the same is true as he verily believes.

IRA B. MILLS.
Subscribed and sworn to before me this 3rd day of November, A. D. 1902.

THOS. YAPP,
Notary Public, Ramsey County, Minn.

NEW RULES GOVERNING FILING OF TARIFF SCHEDULES.

Office of the Railroad and Warehouse Commission.
ST. PAUL, Minn., June 18th, 1903.

Dear Sir:—

Your attention is respectfully called to the resolution embodied in the following circular and you are requested to be governed accordingly in the filing of tariffs with this Commission, on and after September 1st, 1903.

It appears, in a large number of cases, that common carriers doing business in this state under Chapter 10, General Laws of 1887, fail to file with the Commission copies of schedule of rates, supplements and amendments thereto, as required by law, so that it is impossible for the Commission to determine whether all tariffs applicable to the state have been filed in their office.

IT IS THEREFORE RESOLVED, that on and after September 1st, 1903, all common carriers subject to Chapter 10 of the General Laws of 1887, and amendments thereto, shall adopt a uniform series and method of numbering such schedules of rates as said law requires them to file with the Commission.

The series for each carrier shall begin on and after the above date with No. 1, and shall be numbered consecutively, prefixed with the capital letters M. R. C. on the upper margin of the title page.

All schedules relating to rates which, under the law, it is necessary to file with the Commission shall be numbered in the M. R. C. series above described, except, that supplements and amendments to the same shall not be given separate M. R. C. numbers, but shall be issued as supplements or amendments to the schedules amended thereby, each bearing a consecutive supplement or amendment number, which shall apply only to the schedules issued on and after September 1st, 1903, but all rates issued after said date shall be in the form of new tariffs.

Schedules which cancel or amend previous issues shall in all cases refer specifically to the M. R. C. numbers of the schedules affected thereby, except where schedules so cancelled or amended thereby were issued prior to September 1st, 1903, in which case reference can be made to the numbers under which they were issued by the railroad companies.

This order is in no way to interfere with the carriers numbering their rate schedules to suit their own purpose, but in all cases the M. R. C. series numbers shall be used in addition thereto and shown in a conspicuous manner upon the upper margin of the tariff.

All tariffs, supplements or amendments shall be accompanied by a letter which will be signed and returned to the railroad company and will be the acknowledgment of the Commission having received the same.

Adopted June 15th, 1903.

A. C. CLAUSEN,
Secretary.

30 REPORT RAILROAD AND WAREHOUSE COMMISSION.

EXCEPTIONS MADE BY THE COMMISSION TO WESTERN CLASSIFICATION.

The following circular letter was transmitted to the Traffic Departments of the various Railway Companies doing business in the state:

Office of the Railroad and Warehouse Commission.
ST. PAUL, September 15, 1903.

To the Traffic Managers and General Freight Agents of the Railroad Companies Doing Business in the State of Minnesota:

GENTLEMEN:—Since the order of the Commission of October 17th, 1900, making the Western Classification No. 30 the official Classification for the State of Minnesota, together with the rules and rule circulars then in effect, it has become apparent that objections raised by the Commission to certain proposed changes in said classification and rule circulars from time to time, have not in all instances been carried out by the respective railway companies, and in order to prevent any further misunderstanding, we herewith attach a circular showing items on which proposed changes were objected to by this Commission, from the date of said order up to the present time, and it is the desire of the Commission that all existing classifications and rules shall be made to conform to the schedule presented herewith as far as it relates to shipments between points within the State of Minnesota.

Uniformity in this direction is desired, and the Commission respectfully request that each company issue sheets under the heading "Exceptions to Western Classification," embodying items shown in attached circular, which should take the M. R. C. prefix, numbered the same as tariffs, and file copy in this office as required by law.

Under existing conditions, some companies include these changes in their commodity tariff, some in circulars, some in rules and regulations, some in Western Trunk Line rules, and some not at all, so that it involves an unnecessary amount of labor in this office in finding out any information in regard thereto when required.

Trusting you will give the necessary instructions accordingly,

Yours truly,

A. C. CLAUSEN,
Secretary.

Office of the Railroad and Warehouse Commission,
ST. PAUL, Minn., Sept. 15, 1903.

Classification of certain articles on which proposed changes were made by Railroad Companies and objected to by the Railroad and Warehouse Commission from time to time, since October 17, 1900, to date, which must remain as classified below on shipments between points within the State of Minnesota.

WESTERN TRUNK LINES GENERAL RULES AND REGULATIONS.

RULE 5 SHOULD READ

AGRICULTURAL IMPLEMENTS, L. C. L.

The following described articles will take THIRD class rates in less than carload quantities:

Agricultural Implement Wheels, N. O. S.
Blinder Trucks.
Bundle Carriers, in bundles.
Cane Mills.

Corn Cleaners.

Corn Harvesters and Binders, small parts in packages.

Corn Huskers and Fodder Shredders, K. D., small parts in bundles.

Corn Planters, K. D.

Corn Shellers, Hand, K. D., tables, wheels and cranks removed.

Cultivators (except hand), K. D.

Derricks, Farm, K. D.

Drag Scrapers.

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Page	Item	L.C.L.C.	Page	Item	Classification	L.C.L.C.	
34	27	Battery Plates, Storage (lead)	3		Sept. 15, 1903, mixed car loads, minimum weight		
67	16	Sash, unglazed, N. O. S.	2		24,000 lbs.	A	
89	46	Roofing Paper	4				
11	26	Plow Points, bottoms, shares, lays and wings or mould boards (iron or steel) in bundles	3	34	37	Combined Engines and Dynamos, steam or gasoline, light and easily breakable parts removed and boxed. Min. 24,000 lbs.	4
33	43	Egg Box Stuff (wooden) in bundles or racks	B	35	2	Dynamos and Electrical Motors, N. O. S.	4
	44	Egg Carrier Fillings (straw board or wood and wood pulp) and carton egg case fillers, K. D., boxed or in folding egg cases folded flat.....	B		3	Dynamo Base Frames (wooden)	4
33	45	Egg Carrier Fillings (straw board or wood and wood pulp), K. D., and carton egg case fillers, K. D., boxed or in folding egg cases folded flat, C. L., Min. 24,000 lbs.	B		4	Electric Motors (for railway car trucks) and electric locomotives. Min. 24,000 lbs.	4
				64	3	Soda Water in bottle, cans or stone jugs, packed....	3
33	47	Egg Cases or Carriers, wooden folding, folded flat, C. L. Min. 24,000 lbs.	B		15	Soda Water in glass, packed in bottles or barrels, or in metal retainers	3
34	11	Electrical Machinery and Appliances, which consist of a large number of articles enumerated in the proposed change in	B	87	29	Hides pressed in bales....	2
				92	38	Block Tin Pipe 'in boxes or casks	2
				107	5-16	Steam or Hot Water Heating Apparatus, Min. 24,000 lbs.	5

INCIDENTAL RATE CASES.

On April 17th, 1903, W. A. Goodburn, of Cottonwood, Minn., complained of discrimination in merchandise rates from Chicago to Cottonwood as against Hanley Falls and Marshall. This being an interstate matter, this Commission had no jurisdiction, but referred the same to the General Freight Agent of the Great Northern Railway to see if the matter could be remedied. On May 12th we received a reply from him, stating that they were trying to decide on a satisfactory adjustment, and would advise Mr. Goodburn as soon as agreement was reached.

On May 2nd, 1903, Geraghty & Feeley, of Farmington, Minnesota, called attention of the Commission to the fact that they were being discriminated against in the matter of grain rates from Farmington to the Twin Cities.

The Commission at once started an investigation and found the grain rates at Farmington out of line, and immediately called the attention of the Railway Companies interested to this fact, and the same was adjusted without delay, thus reducing the rate from six cents to five cents per hundred pounds, as suggested by the complainants, which closed the case.

On February 11th, 1903, the Lamberton Milling Co., of Lamberton, Minn., complained of excessive charges on flour from Lam-

berton to Minneapolis, the Chicago & Northwestern Railway charging fifteen and one-half cents per hundred pounds, instead of eleven cents, the same as wheat.

It was found on investigation that Chicago enjoyed the same rates on flour and wheat from that territory, and in view of this fact the Commission were of the opinion that the same rate should apply on flour as on wheat from Lamberton to Minneapolis, and advised the Railroad Company to this effect. A special tariff was at once put into effect in accordance with the opinion of the Commission, which was satisfactory to the complainants, and closed the case.

Atwood Larson & Co., of Duluth, in a letter dated April 21st, 1903, to the Commission, complained of excessive rates on oats from Cloquet to Duluth on the line of the Northern Pacific Railway, it being seven cents per hundred pounds.

The Commission took the matter up verbally and by correspondence with the company, and an amicable decision was eventually arrived at whereby the company agreed to reduce the rate to four cents per hundred pounds, which was perfectly satisfactory to the complainants.

J. N. Smith, of Preston, Minn., through the Hon. R. E. Thompson, complained to this Commission of discrimination in the rate on K. D. egg cases from Cairo, Ill., to Preston, Minn., on the line of the Chicago, Milwaukee & St. Paul Railway, the rate being $23\frac{1}{2}$ cents per hundred pounds, as against 17 cents from the same point to points in surrounding territory on the Southern Minnesota division, on the line of the same railway.

This being interstate business, the Commission pointed out to the railway company the injustice of having such discrimination in these rates, with the result that the Railway Companies reduced the rates on this commodity to points on their Preston branch to correspond with their rates on their Southern Minnesota division, thus stopping the complaint without the intervention of the Interstate Commerce Commission.

Geo. W. Dodge & Son, of Madelia, Minn., wrote the Commission April 10th, 1903, to see if something could be done to reduce the rate on live stock from Madelia to St. Paul to the same basis as the rate from New Ulm, the rate at the former point being 14 cents and at the latter $13\frac{1}{2}$ per hundred pounds.

The matter was at once taken up with the Omaha Railway Company, who, after a conference with other railway companies interested, advised the Commission on July 1st, 1903, that they would make the same rate from Madelia as from New Ulm, viz.: 13½ cents per hundred pounds to St. Paul, which had the effect also of reducing the live stock rates at Searles, Hanska and St. James.

In November, 1902, Martin & Holmes, of Duluth, complained to the Commission that they were unable to move pulp wood on account of the rates being prohibitory, and asked the service of the Commission to secure for them, if possible, an adjustment of the rates on spruce wood on the lines of the Duluth & Iron Range, Duluth, Missabe & Northern, and Eastern Railway of Minnesota.

During the early part of February, 1903, conferences were held between members of the Commission and representatives of the railway companies and shippers, with the result that the railroad companies above mentioned agreed that the present published tariffs should remain in effect, and that they would handle such wood at a flat weight of 4,000 pounds to the cord, this being the accepted weight of the railroad companies hauling the wood from Duluth to the Wisconsin mills, in accordance with agreement with what is known as the Western Weighing Association. This arrangement was accepted by complainants as a satisfactory solution of the difficulty.

PASSENGER TRAIN SERVICE ON THE MINNESOTA TRANSFER RAILWAY.

In the latter part of December, 1902, a petition signed by numerous citizens of New Brighton, in Ramsey County, was filed with the Commission, setting forth that the passenger service then being furnished by the Minnesota Transfer Railway Company, between New Brighton and Como Crossing, was extremely poor and unreliable, the trains rarely running on schedule time, being sometimes from two to four hours late, and often abandoned altogether, thus causing great inconvenience, annoyance and suffering from exposure to the weather on the part of those dependent on the service. The matter was laid before the company for their consideration, accompanied by a request for an early reply as to their attitude in the premises.

The company responded by stating that there was no legal obligation on their part to handle passenger service, and that in

view of this fact, and the further fact that the earnings from the service were so small that its continuance was not justified, it was their intention to abandon the service, this to be effective February 1st, 1903. This seemingly radical action on the part of the company was justified by them on the ground that the Articles of Incorporation of the Minnesota Transfer Railway Company do not provide that they shall conduct a passenger service, but do provide that "it shall do a freight business."

The question was sent by the Commission to the Attorney General for his opinion. His reply sustained the contention of the railway company, by holding that the Minnesota Transfer Railway Company is not a common carrier of passengers, and is not subject to the jurisdiction of the Railroad and Warehouse Commission, or any order issuing therefrom requiring the said company to reinstate the passenger service over its lines. (The full text of the opinion will be found in another portion of this report, under Attorney General's Opinions.) The passenger service mentioned was discontinued February 1st, 1903, in accordance with the previous notice.

WYE CASES.

Marshall "Y."

In July, 1902, the Commission received petitions from the citizens of Lyon County, asking for the construction of a "Y" at Marshall, where the tracks of the Willmar & Sioux Falls Railway and the Chicago & Northwestern Railway intersect and cross each other.

On July 14th, 1902, the companies were ordered to satisfy the petition, or answer within 20 days.

On August 2nd, 1902, answers were received from the companies, claiming there was no commercial necessity for the "Y" in question.

On September 23rd a hearing was held at Marshall, in accordance with an order of the Commission. Considerable testimony was taken and witnesses examined, and after mature consideration, the Commission concluded that an order based upon the evidence submitted at the hearing could not be enforced in the courts, said evidence being insufficient to demonstrate an actual commercial necessity for the "Y" connection.

Petitioners were notified accordingly, and further advised that the case is still open for a re-hearing at any time when the petitioners feel that they are in a position to make a sufficiently strong showing to justify the Commission in making an order.

OFFICIAL INSPECTION OF NEW RAILWAY LINES.

INSPECTION OF CHICAGO, ROCK ISLAND & PACIFIC RAILWAY.

On January 2nd, 1903, the Commission were notified that the branch of the Chicago, Rock Island & Pacific Railway from Albert Lea to St. Paul and Minneapolis was finished and in safe condition for operation, and invited to inspect the same.

In accordance with the provisions of Section 1670, General Statutes 1894, the Commission made an official inspection of the line above mentioned, on June 26th, 1903, and found the same to be in good serviceable condition and safe for operation, and complimented the company for the excellent condition in which they found it.

INSPECTION OF MINNESOTA AND INTERNATIONAL RAILWAY.

September 29th, 1903, notice was filed by the Minnesota & International Railway Company that the following extensions of their line had been completed and were ready for operation: Extension on main line from Black Duck to Northome, and branch line from Hovey Junction to Kelliher.

The lines referred to were officially inspected by the Commission on October 6th, 1903, who found the road bed substantial and fully graded, laid with 66 pound steel on main line and 55 pound on branch line; good substantial stations at Hovey Junction and Kelliher, and a station costing about \$3,000.00 at Northome; also agents and operators at said stations. The train service was satisfactory in all respects.

INFORMAL COMPLAINTS AND PETITIONS RELATIVE
TO ELEVATOR SITES, DEPOTS AND DEPOT SER-
VICE, PLATFORMS, SIDETRACKS; ALSO MISCEL-
LANEOUS COMPLAINTS.

ELEVATOR SITES.

Sage Bros., of Avoca, applied for assistance to secure an elevator site on the right of way of the Chicago, St. Paul, Minneapolis & Omaha Railway at Mountain Lake. The company were at first disinclined to accede to the request of the petitioner, but subsequently arranged so that a suitable location was furnished.

Nelson Bros., of Milroy, desired aid in securing a site on the right of way of the Chicago & Northwestern Railway at Milroy, to which location they intended to move their elevator of 14,000 bushels capacity, which was at the time located on land near the company's right of way. An amicable arrangement was effected with the company by the petitioners without necessitating any effort by the Commission.

Schmidt & Anderson Grain Co., of Springfield, desired to secure a site for an elevator on the right of way at Milroy, and at Clements stations. When the matter was presented to the railway company they advised that all the ground available for elevator purposes was already occupied. The applicants were duly advised by the Commission of the attitude of the Company, upon which the matter was dropped.

A communication was received from the Farmers' Elevator Company of Kanaranzi, on the Chicago, Rock Island & Pacific Railway, asking advice as to proper course to be pursued to get a location for an elevator on the company's right of way. On the advice of the Commission they made a formal application to the railway company for such site, which, after more or less delay, was finally granted.

The Farmers' Independent Elevator Company, of Arco, having applied to the Chicago & Northwestern Railway Co. for an elevator site on their right of way, and been refused, applied to the Commission for advice and assistance. The question was re-opened with the company, and in due time was satisfactorily adjusted and the site secured.

F. J. Reynolds, of Barry, on the Great Northern Railway, made application for a site on the right of way on which to erect an elevator. Some complications having arisen between him and the company causing serious delay, application was made to the Commission for assistance. After a conference with the company the matter was adjusted in a satisfactory manner.

DEPOTS AND DEPOT SERVICE.

Mr. A. M. McNeil made a verbal application in behalf of citizens of Dayton, Hennepin County, an inland point, asking assistance of the Commission in securing the restoration of the depot service at Itasca, on the Great Northern Railway, about two miles distant, which had been discontinued about three years previous. The Commission requested that a formal petition setting forth all the facts bearing upon the situation, signed by the citizens of Dayton, be submitted so that the matter could be properly taken up with the railway company. No action having been taken in compliance with this suggestion, the matter was dropped.

A petition was filed by citizens of Lockhart, Norman County, asking for the appointment of a station agent at that point, and alleging that the amount of business transacted warranted such concession. The matter having been brought to the attention of the Great Northern Railway Co., resulted in the appointment of a custodian and an arrangement whereby the depot was to be kept open, warmed and lighted for passengers before and after the arrival and departure of trains.

In January, 1903, J. S. Scribner, of Backus, on the Minnesota & International Railway, filed written complaint respecting the absence of depot accommodations in the face of a large and increasing business at said point. The matter was brought to the attention of the company, which elicited the response that it was the intention of the company to erect a standard depot building in the

spring, put in a commodious house track and install an agent, and to commence work as soon as the frost was out of the ground.

Numerous citizens of Carlisle, Otter Tail County, on the Great Northern Railway, filed complaint and petition alleging that they had not enjoyed the advantages of a station service since the destruction by fire of the station building about two years previous, and prayed the Commission for the restoration of such building and the installation of an agent. After more or less correspondence with the company, they finally gave the assurance that preparations would be made for the early construction of a depot and the appointment of a custodian.

Nearly one hundred citizens of Kragnes, on the line of the Great Northern Railway, joined in a written protest against the proposed action of the company looking to the abandonment of the depot service at that station. On bringing the matter before the company, they denied any intention to completely abandon the service, but proposed to discontinue the permanent agency, and replace with a custodian to look after business during the arrival and departure of trains. The Commission having found upon investigation that the volume of business annually transacted at Kragnes fully entitled its citizens to a regular service, so notified the company and requested that a permanent agent be maintained. This was promptly complied with, thus satisfactorily disposing of the matter.

Citizens of Carver notified the Commission that the depot service at that point had been discontinued by the Chicago, Milwaukee & St. Paul Railway Company, and asked for assistance in having same re-established. After a conference with the company it was agreed that the depot should be kept open, warmed and lighted one-half hour before the arrival and after the departure of all passenger trains, which proved satisfactory to complainants.

Citizens of Tamarack, on the Northern Pacific Railway, complained to the Commission that the agent who had been installed some time previous had been removed and the depot closed, much to the injury of the business interests of the town, and filed petition for the intervention of the Commission in their behalf. The matter was laid before the company with the recommendation that a regular agency be re-established. In due course a reply was received

that the recommendation would be complied with at once, it being found that the amount of business, present and prospective, at said point justified such action.

Patrons of the suburban service of the Chicago Great Western Railway entered complaint against the character of service furnished at South Park station, and asked for relief. The Commission forwarded the complaint to the company, which met with the prompt assurance that instructions would be given looking to immediate relief of the situation.

Citizens of Pillager, Cass County, on the Northern Pacific Railway, sent in a petition for assistance in securing a station agent, alleging that the partial service which was being furnished was entirely inadequate to the needs of the community. It having been shown to the company at a conference with the Commission that the country tributary to Pillager had developed to such an extent and the business so increased as to make a regular agency a matter of necessity, the recommendation that such service be installed was promptly complied with by the company.

Hon. C. N. Dart, of Meeker County, presented a complaint from residents of Dassel, on the Great Northern line, that the station building was not kept open for the accommodation of passengers on the arrival and departure of early trains. After a short conference with the company steps were at once taken to remedy the complaint.

Patrons of the Northern Pacific Railway Co. residing at and around Stockwood station made complaint that the depot at that point was not kept open for the accommodation of the public, and asked that proper arrangements should be made to remedy the situation. On being brought to the attention of the company, the complaint was promptly satisfied.

Citizens of the village of Foxhome, on the line of the Northern Pacific Railway, addressed a petition to the Commission asking for an enlargement of their depot facilities, it being set forth that the present accommodations were entirely unsuitable and inadequate. A conference was had with the company, resulting in the assurance that the building would be rearranged so as to provide the additional facilities desired.

The Business Men's Association of Silver Lake station, on the Great Northern Railway, presented a request for assistance to secure the removal of their depot building to higher ground and nearer to the business center of the town. It was found on investigation, however, that the company had been endeavoring for some time to secure additional ground for this purpose, but owing to difficulty in securing good title, the matter had been delayed. The Commission was advised by the company that they were about to commence condemnation proceedings, and that the desired change would be made as soon as title to the necessary land could be secured.

Citizens of Syre, on the Northern Pacific Railway, renewed a former petition for a depot at that point, but owing to the limited amount of business transacted the Commission did not feel that an order for the construction of such building would be warranted at this time.

The Chicago, Milwaukee & St. Paul Railway Company having removed the agent and closed the depot at Vermillion station, citizens at that point filed a protest and petition asking for re-establishment of the service. After considerable correspondence and effort by the Commission, the company decided to restore the service.

Numerous residents and business men of Roosevelt, on the Canadian Northern Railway, entered complaint concerning lack of station building and such other facilities needed for the business at that point. The petitioners set up a strong showing of business and rapidly increasing growth in population in the country tributary to Roosevelt. The Commission found that the petitioners were entitled to the improvements asked for, and so advised the company, with a recommendation that the same be granted. The company replied favorably, with the assurance that a standard depot would be constructed as soon as possible.

Residents and business men of Echols, Watonwan County, made complaint that the Minneapolis & St. Louis Railway Co. had discontinued station service and closed the station, resulting in serious inconvenience to the public and great detriment to business interests. The Commission was asked to intervene in their behalf, which was done by taking the matter up at once with the company

and calling a hearing at Echols station on May 19th, 1903. This resulted in an agreement by the company to reopen the station and install a custodian to attend to the requirements of business at said point.

A similar situation to the above having arisen at Searles station, on the same line of railway, a hearing was held on the same date, which resulted in a similar disposition of the matter, which proved satisfactory to the Commission and to the complainants.

The business men and residents of Downer, on the Great Northern Railway, filed a strong petition for the erection of a depot and the establishment of station facilities at that place. Statistics showing that business and population was already important and rapidly growing accompanied the petition. After a careful inquiry into the matter, the Commission found that the amount of business done at Downer was sufficiently large to entitle the petitioners to the relief asked for, and recommended that the same be granted. The company responded in a letter advising that arrangements had been made to comply with the recommendations at an early date.

J. T. Howe, of Green Valley, complained that the Great Northern Railway Company had removed the agent and closed the depot at that point. The railroad company, upon having their attention called to the matter, advised that they had appointed a custodian temporarily, and would restore the regular agent when the fall season opened.

A request was filed by the citizens of Hasty, on the Great Northern Railway, for assistance in securing a permanent agent at said station, on the ground that the annual amount of business entitled them to the service desired. An investigation of the matter, supplemented by a certified statement of the actual amount of business which was furnished by the company, and which was limited in volume, taken in connection with the fact that a station building with a custodian was already in service, resulted in a denial of the request.

A complaint numerously signed by residents of Zumbro Falls was filed, in which it was alleged that the Chicago, Milwaukee & St. Paul Railway Company had discontinued the telegraph service

at said station by removing the operator; that such service was indispensable in order to secure daily market reports, and otherwise satisfy the business needs of the village. The matter was at once taken up with the company, who took the position that they were not responsible for public telegraph service, nor under obligations to furnish it; that said service was discontinued because it was no longer necessary for the operation of the company's trains. The Commission were not altogether satisfied with this explanation, and laid the subject matter before the Attorney General, requesting his official opinion as to whether the railway company could be compelled to restore the telegraph service. In his reply the Attorney General advised that the railway company were not under legal obligations to furnish the service, in the absence of a statute governing the subject, and the complainants were advised in accordance therewith.

A complaint of the same character as that from Zumbro Falls was received from Clinton, on the Chicago, Milwaukee & St. Paul Railway, and parties were similarly advised that the Commission was without jurisdiction.

A number of merchants and residents of Russia, on the line of the Great Northern Railway, requested the Commission to visit their station for the purpose of determining whether or not the conditions obtaining at that station entitled the residents to a depot and depot service. The Commission visited Russia, Sept. 30th, 1903, for this purpose, and after thoroughly looking over the situation decided that they would not be justified in requiring the company to make the improvements asked for, owing to the insufficient amount of business transacted.

At the last session of the legislature a law was enacted, known as Chapter 319, General laws of 1903, providing that it shall be unlawful for any person or corporation operating a line of railroad in this state to close or abandon any passenger station or remove the station building from said station, or to withdraw an agent from any station where an agent has once been employed, without first obtaining the written consent of the Railroad and Warehouse Commission.

Under this provision the following applications have been received and acted upon by the Commission:

June 18, 1903. Application from Great Northern Railway Co. for permission to withdraw agent and substitute custodian at Averill

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station until opening of grain shipping season, Sept. 1st, 1903. Application granted.

July 24, 1903. Application from Minnesota & International Railway for permission to withdraw agent at Farley station temporarily on account of extremely small business. Application granted.

Sept. 21st, 1903. Application from Great Northern Railway Company for permission to close the depots at Minnetonka, Spring Park and Mound stations at close of lake season. Application granted.

Oct. 19th, 1903. Application from Great Northern Railway Company to withdraw permanent agent at Averill, at the close of grain season in November, and substitute custodian. Application granted.

Complaint was received that the depot at Nashua station, on the "Soo" Railway, was kept closed on the arrival of night trains, resulting in serious inconvenience and annoyance to passengers, particularly in cold or stormy weather. The company treated the complaint favorably, and adopted the necessary steps to have the waiting room kept open in the future.

Citizens of Robbinsdale and Osseo, on the Great Northern line, in Hennepin County, filed petition for the reopening of station service at Robbinsdale, which had been discontinued some time previous by the company.

A visit was made by the Commission for the purpose of investigation, which resulted in recommendations that the station should be reopened and reasonable service maintained, with which the company complied.

The Commission received a petition from citizens of Wheatland, on the Chicago, Milwaukee & St. Paul Railway, asking aid in securing a station building. The matter having been brought to the attention of the company, and the request refused by reason of objections to the location from an operating standpoint, a visit was made by the Commission, which resulted in the conclusion that the conditions surrounding the situation would not justify them in granting the application.

A similar request to the above was filed by citizens of Webster, on the Chicago, Milwaukee & St. Paul Railway, which was investigated on the same date, which resulted in a recommenda-

tion for a temporary train service at that point, pending the completion of station facilities at Elko, a new station in process of erection a short distance from Webster.

An application was received from Georgeville, on the "Soo" Railway for station facilities. An investigation of the matter satisfied the Commission that they could not reasonably require the company to incur the expense involved, in view of the extremely small population, the limited volume of business, and the nearness of adjoining stations.

DEPOT SERVICE.

Citizens of Johnson, on the Great Northern Railway, complained of inadequate depot facilities, and petitioned for larger station building. The company agreed to erect, as soon as possible, an addition to the present building sufficiently large to accommodate present and prospective business at Johnson, which was accepted as a satisfactory adjustment by the petitioners.

PLATFORMS FURNISHED.

Applications for aid in securing platforms, or other facilities for loading into or unloading from cars, were presented during the past year, with the result that the facilities asked for were secured by the Commission as follows:

At Darling, on the Northern Pacific Railway, a station platform twelve feet wide by one hundred feet long.

At Albany, on the Great Northern Railway, a set of standard heavy skids for unloading machinery.

At Gibbon, on the Minneapolis & St. Louis Railroad, a standard unloading platform for machinery.

At Perrault, on the Northern Pacific Railway, a loading platform for transferring grain from wagons into cars.

At Cottonwood, on the Great Northern Railway, a set of standard heavy skids for unloading machinery.

At Milroy, on the Chicago & Northwestern Railway, a loading platform for transferring grain from wagons into cars.

SIDETRACKS.

Citizens and farmers resident in territory located between Jeffers and West Brook, on the Chicago, St. Paul, Minneapolis &

Omaha Railway, petitioned the Commission for an order requiring the company to locate a sidetrack about midway between the stations named. The Commission gave notice of a visit to proposed location, to all interested parties, which was subsequently made, and the situation thoroughly canvassed. They found the country well settled, the distance between the two stations referred to being thirteen miles, and were thoroughly impressed with the necessity for the sidetrack asked for by petitioners. Their conclusions having been laid before the railway company, the assurance was given that the work would be undertaken as soon as labor and material could be secured, which, at the time, was very scarce. The track was established in May, 1903.

Samuel Glover, of Red Wing, filed a petition in March, 1903, to have a certain siding restored between the main track of the Chicago, Milwaukee & St. Paul Railway Company and his lime warehouses and kilns located just outside of the city of Red Wing, which track, it was alleged, had been taken up by the company about two years previously, thereby seriously damaging the property and business of said complainant. The Commission subsequently visited Red Wing for the purpose of investigation. A conference was then had between the railway company and the Commission, which resulted in an agreement by the company to restore the track under certain conditions proposed by them, which were deemed just and reasonable by the Commission and duly accepted as satisfactory by the complainant.

Rusling & Berge, flour millers at Stephen, on Great Northern Railway, filed a petition for a sidetrack to their elevator and mill located near the right of way of said company. After more or less correspondence, the company agreed to build the desired track, under the terms and conditions usually exacted in similar cases which proved acceptable to the parties interested.

A number of residents and farmers east of Nashua, on the "Soo" Railway, applied to the Commission for assistance in securing a sidetrack and platform for loading grain from wagons to cars and other similar purposes. It being found upon investigation that a spur track had already been constructed about three miles from the point mentioned in the petition as desirable for the new platform, the existing facilities were regarded by the Commission as all that could be reasonably expected at present time.

Maurice E. Sliney filed complaint in behalf of the residents tributary to Oakdale station, on the Chicago, St. Paul, Minneapolis & Omaha Railway, setting forth that the company had torn up the sidetrack at Oakdale which had been in use for thirty years, and without any notice to the complainants of their intended action in the matter. They solicited the aid of the Commission in having the track relaid. A visit to Oakdale was made by the Commission for the purpose of investigation, where they were met by a number of citizens and representatives of the company. After a thorough inspection of the conditions surrounding the case, the Commission had a conference with the company, at which the latter agreed to rebuild and operate the sidetrack in question.

E. O. Nelson, of Norcross, on Great Northern Railway, sent in a communication to the effect that he had just finished building an elevator on private land, the elevator being located about thirty feet from the company's sidetrack. He desired the Commission to aid him in securing a track to his property. After a conference with the railway company, it was decided as not feasible to construct the track desired, but it was agreed that the applicant should be permitted to erect a loading spout to connect with cars placed on the company's present sidetrack.

Complaint received from John Mansfield, at Roosevelt, on the Canadian Northern Railway, alleging that a certain spur track formerly located a mile and a quarter from Roosevelt had been removed, much to the annoyance and inconvenience of the complainant and others who had posts, cordwood and similar material still on the ground to be loaded. It having been ascertained that several months' notice had been previously given by the company of their intention to remove said track, and that ample facilities were being furnished at Roosevelt, about a mile distant, the Commission advised complainant that they could not consistently take any action in the matter.

Citizens of Dovray, on the Chicago, St. Paul, Minneapolis & Omaha Railway, between Currie and West Brook, filed petition for sidetrack and depot at said point. A hearing was appointed by the Commission and a visit made to the proposed location. After full hearing and investigation, the company offered to construct a sidetrack in the near future, erect a loading platform and stock yards, and furnish a regular train service. The conditions

did not justify the construction of a station building. This settlement was approved by the Commission, and proved entirely satisfactory to the petitioners.

MISCELLANEOUS COMPLAINTS.

The following is a list of minor complaints acted upon by the Commission during the year, with a brief statement in each case showing its nature and disposition made of it:

1. C. A. Hotelling, Fulda,
vs.
C., M. & St. P. Ry. Co.

Wanted site for hay warehouse.

Refused by railroad company, account of fire risks.

2. J. J. Gergen, Vermillion,
vs.
C., M. & St. P. Ry. Co.

Delayed mails.

Suggested matter be referred to United States mail department.

3. J. L. Williams, Beaudette,
vs.
Canadian Northern Railway.

Lack of cars for wood shipments.

Relief promised.

4. Farmers' Elevator Co., Hendricks.
vs.
C. & N. W. Ry. Co.

Shortage of cars for loading grain.

Relief secured.

5. W. M. Mills, Plainview,

vs.

C. & N. W. Ry. Co.

Large shipment onions waiting for refrigerator cars.

Situation relieved promptly.

6. Farmers' Elevator Co., Hendricks,

vs.

C. & N. W. Ry. Co.

Scarcity of cars for grain.

Cars furnished.

7. F. W. Ruppelius, Brandon,

vs.

Great Northern Ry. Co.

Scarcity of refrigerator cars for potato shipments.

Box cars secured.

8. W. J. Carson, Cyrus,

vs.

N. P. Ry. Co.

Unsatisfactory train service on Little Falls and Dakota branch.

Service improved.

9. A. Sweningsen, Moorhead,

vs.

C., R. I. & P. Ry. Co.

Serious delay in shipment iron safe.

Property traced and delivered.

50 REPORT RAILROAD AND WAREHOUSE COMMISSION.

10. E. C. Trost, Wheatville,

vs.

G. N. Ry. Co.

Application to be made flag station.

Denied account nearness to other stations.

11. Citizens of Brooten,

vs.

"Soo" Railway Co.

Want coast line trains to stop.

Company refused request.

12. Northern Linseed Oil Co., Minnesota Transfer,

vs.

Minnesota Transfer Ry. Co.

Inadequate switching service.

Adjusted.

13. Jensen Brothers, Ruthton,

vs.

G. N. Ry. Co.

Better facilities wanted for shipping stock.

Petition granted.

14. Village Authorities, Harmony,

vs.

C., M. & St. P. Ry. Co.

Want certain street improvements by railroad company.

Further information asked, but no reply.

15. Atwood, Larson & Co., Duluth,

vs.

Northern Pacific Ry. Co.

Excessive demurrage charges.

Excess charges refunded.

16. J. S. Hansmeyer, Long Prairie,

vs.

G. N. Ry. Co.

Main street crossing blocked.

Complaint satisfied.

17. C. N. Noben, Hitterdal,

vs.

N. P. Ry. Co.

Excessive charges for demurrage.

Amount refunded.

18. J. M. Engerbritson, Lowry,

vs.

"Soo" Ry. Co.

Unsatisfactory train service.

Company promised relief.

19. Village Authorities, Mentor,

vs.

G. N. Ry. Co.

Application for railroad crossing.

Company complied.

52 REPORT RAILROAD AND WAREHOUSE COMMISSION.

20. E. S. Brown, Davidson,
vs.
N. P. Ry. Co.

Improvement of railroad crossing.

Company agreed to furnish same.

21. J. Esbjornsson, Litchfield,
vs.
G. N. Ry. Co.

Scales and water supply for stockyard.

Company agreed to furnish same.

22. Citizens of Walnut Grove,
vs.
C. & N. W. Ry. Co.

Improved train service wanted.

Company made changes desired.

23. C. P. DeLaitre, Aitkin,
vs.
N. P. Ry. Co.

Alleging discrimination against holders of mileage tickets.

Complaint adjusted satisfactorily.

24. J. B. Himsl, Albany,
vs.
G. N. Ry. Co.

Unsanitary condition of stockyards.

Situation promptly relieved by company.

25. James Callaghan, South St. Paul,

vs.

C., R. I. & P. Ry. Co.

Alleging trespass.

Adjusted.

26. G. C. Anderson, Benson,

vs.

G. N. Ry. Co.

Alleging refusal of railway company to accept ice shipments.

Complaint not sustained.

27. A. R. Hower, Sandstone,

vs.

G. N. Ry. Co.

Railroad crossing wanted to connect with private road.

Company refused to make improvement at own expense.

28. S. C. Cochran, Randall,

vs.

N. P. Ry. Co.

Unsatisfactory train service.

Service improved.

29. Eagle Roller Mill Co., New Ulm,

vs.

C. & N. W. Ry. Co.

Alleged unjust demurrage charges.

Adjusted satisfactorily.

54 REPORT RAILROAD AND WAREHOUSE COMMISSION.

30. Atwood, Larson & Co., Duluth,

vs.

N. P. Ry. Co.

Alleged unjust switching charges.

Not sustained.

31. Peterson & Webb, Garvin,

vs.

C. & N. W. Ry. Co.

Dangerous approach to sidetrack.

Company made necessary improvement.

32. Hans Peterson, Mora,

vs.

G. N. Ry. Co.

Alleged unjust demurrage charges.

Not sustained.

33. Nels Knutson, Balaton,

vs.

C. & N. W. Ry. Co.

Alleged unjust demurrage charges.

Satisfactorily settled.

34. Wm. Klossner, Winthrop,

vs.

G. N. Ry. Co.

Complaint of delayed coal shipments.

Adjusted.

35. Atwood, Larson & Co., Duluth,

vs.

Duluth, Missabe & Northern Ry. Co.

Alleged unjust demurrage charges.

Not sustained.

36. Hastings Malting Co., Hastings,

vs.

C., St. P., M. & O. Ry. Co.

Failure to furnish cars for foreign shipments.

Situation relieved.

37. Minnesota Macaroni Co., St. Paul,

vs.

C. & N. W. Ry. Co.

Application for milling in transit rate on macaroni wheat.

Application denied by company. Commission had no jurisdiction.

38. W. A. Munger, Mazeppa,

vs.

C., M. & St. P. Ry. Co.

Application for permission to use Champion car loader for grain loading.

Application denied by company account of danger to trainmen.

39. S. G. Price, Minneapolis,

vs.

G. N. Ry. Co.

Damage claimed on household goods.

Company offered compromise. Complainant notified that Commission had no jurisdiction.

56 REPORT RAILROAD AND WAREHOUSE COMMISSION.

40. R. H. Sliter & Co., Grey Eagle,

vs.

"Soo" Ry. Co.

Lack of cars for wood shipments.

Demand supplied.

41. Fergus Falls Woolen Mills Co.,

vs.

C., St. P., M. & O. Ry. Co.

Overcharge on wool shipments.

Excess charges refunded.

42. Farmers' Elevator Co., Kanaranzi,

vs.

C., R. I. & P. Ry. Co.

Burdensome clause in lease for elevator site.

Lease amended satisfactorily.

43. Hans Peterson, Mora,

vs.

G. N. Ry. Co.

Alleged that company unjustly refused to receive passenger ticket.

Not sustained.

44. W. P. Hansen, McGregor,

vs.

N. P. Ry. Co.

Complaint company intended to remove farm crossing.

Not sustained.

45. Hanson & Cole, Marietta,

vs.

M. & St. L. R. R. Co.

Lack of cars for grain shipments.

Situation relieved.

46. Clarkfield Produce Co.,

vs.

M. & St. L. Ry. Co.

Lack of cars for grain shipments.

Situation relieved.

47. Edward Rustad, Wheaton,

vs.

C., M. & St. P. Ry. Co.

Lack of cars for grain shipments.

Relief promised.

48. George G. Schlegel, Fulda,

vs.

C., M. & St. P. Ry. Co.

Damage from overflow through alleged neglect of company.

Dismissed for want of jurisdiction.

49. T. F. Moore, Wadena,

vs.

N. P. Ry. Co.

Overcharge on potatoes and vegetables.

Overcharge refunded.

58 REPORT RAILROAD AND WAREHOUSE COMMISSION.

50. Henry Brunnsmann, DeGraff,

vs.

G. N. Ry. Co.

Overcharge on emigrant's effects.

Overcharge refunded. .

51. Charles Breneman, St. Paul,

vs.

Wisconsin Central Ry. Co.

Overcharge on live stock claimed.

Matter referred back account of no jurisdiction, being an interstate shipment.

52. Walter Schneider, Bellingham,

vs.

G. N. Ry. Co.

Overcharge on cord wood shipments.

Satisfactorily settled.

53. H. P. Gallagher, Minneapolis,

vs.

Minneapolis-Chicago Railway Lines.

Unfair distribution of cars to flour shippers.

Situation relieved and complaint dropped.

54. Lambert J. Dols, Cologne,

vs.

C., M. & St. P. Ry. Co.

Discrimination in passenger rates.

Adjusted.

55. Tennant & Hoyt, Lake City,

vs.

C., M. & St. P. Ry. Co.

Lack of cars for flour shipments east.

Adjusted satisfactorily.

56. Hans Peterson, Mora,

vs.

G. N. Ry. Co.

Lack of cars for potato shipments.

Cars furnished.

57. Hans Peterson, Mora,

vs.

G. N. Ry. Co.

Unfair treatment by local agent.

Amicably settled.

58. H. S. Higgins et al., Rothsay,

vs.

G. N. Ry. Co.

Scarcity of cars for emigrant movables.

Situation promptly relieved.

59. Jacob Howe, Thielman,

vs.

C., M. & St. P. Ry. Co.

Stock scales alleged defective.

Company promised investigation.

60 REPORT RAILROAD AND WAREHOUSE COMMISSION.

60. A. J. Peterson, Dawson,

vs.

Terminal Transfer Companies.

Excessive switching charges between St. Paul and South
St. Paul.

Not sustained.

61. W. W. Jackson, Nix Corners, Wis.,

vs.

J. M. Foster & Co., Minneapolis.

Failure to make returns on honey shipments.

Complaint satisfied by return of goods.

62. Curtis & Lawrence, Motley,

vs.

N. P. Ry. Co.

Unjust rate on sawmill machinery.

Not sustained.

63. Aug. Kohls, Bellingham,

vs.

G. N. Ry. Co.

Damage wanted for horse killed.

Referred back for want of jurisdiction.

64. A. J. Woolman, Urbana,

vs.

C., St. P., M. & O. Ry. Co.

Overcharge on shipment household goods.

Satisfactory settlement by company.

65. P. Barton, Inver Grove,

vs.

Chicago Great Western Ry. Co.

Inadequate station accommodations.

Additional accommodations furnished.

66. Atwood, Larson & Co., Duluth,

vs.

N. P. Ry. Co.

Damage claimed for loss of grain in transit.

Complaint dismissed. No jurisdiction.

67. Clarkfield Produce Co., Clarkfield,

vs.

M. & St. L. Ry. Co.

Lack of cars for grain shipments.

Relief extended.

68. Jas. Anderson, Hendrum,

vs.

G. N. Ry. Co.

Stock shipping facilities wanted.

Complaint satisfied.

69. I. W. Bouck,

vs.

N. P. Ry. Co.

Foreign cars for potato shipments.

Cars furnished.

62 REPORT RAILROAD AND WAREHOUSE COMMISSION.

70. Farmers' Elevator Co., Hendricks,

vs.

C. & N. W. Ry. Co.

Defective drain on right of way.

New drain constructed.

71. G. O. Helvig, Dawson,

vs.

M. & St. L. R. R. Co.

Shortage of cars.

Situation relieved.

72. Citizens, Pelican Rapids,

vs.

G. N. Ry. Co.

Loading platform wanted.

Company promised to build in spring.

73. Aug. Blomquist, Darling,

vs.

N. P. Ry. Co.

Wanted to erect building on right of way.

Company refused permission.

74. M. H. Zemple, Dumont,

vs.

C., M. & St. P. Ry. Co.

Shortage of cars.

Complaint satisfied.

75. Thos. Reynolds, St. Vincent,

vs.

G. N. Ry. Co.

Wood rate, Emerson to St. Vincent.

Complaint satisfied.

76. Citizens, Luverne,

vs.

C., St. P., M. & O. Ry. Co.

Removing night agent and closing depot.

Night service restored.

77. Andrew Olson, Otisco,

vs.

M. & St. L. Ry. Co.

Removal farm crossing.

Complaint satisfied.

FORMAL COMPLAINTS AND CASES DISPOSED OF BY
THE COMMISSION.

REDUCTION IN COAL AND LUMBER RATES.

On January 9th, 1903, a complaint was filed with the Commission by Henry Klauser, of Litchfield, Minn., complaining of excessive rates on coal from Duluth to that point, and also on lumber from Duluth, St. Paul and Minneapolis. An order was served on the Great Northern Railway to satisfy said complaint or file answer within 20 days and send copy of answer to complainant. Answer was filed within the time specified, denying the unreasonableness of said rates. (See Exhibit "A" 1 attached.)

During the period above stated a large number of petitions were received from all parts of the state complaining of excessive rates on coal and lumber, so that on March 20th, 1903, the Commission passed the following resolution and order, which was served on all railroad companies in this state (Exhibit "A" 2). Answers were filed by all the companies denying the unreasonableness of said rates, and on April 20th a hearing was ordered, to take place May 13th, 1903, as per the following order (Exhibit "B" 1), and all petitioners were also notified. At the same time written statements were called for by the Commission, showing revenues derived from these sources, all of which have been prepared and submitted and are in the office files. (Exhibit "B" 2.)

On May 13th a hearing was held at the office of the Commission, all members being present. The railway companies were represented by counsel and the traffic managers, the Attorney General appearing on behalf of the Commission. Representatives were also present from the towns of New Ulm, Clontarf, Litchfield, Rochester, Benson, Albert Lea, Cannon Falls, Shakopee, Madelia, Dassel and Grove City.

After considerable testimony had been taken in the nature of comparison of rates, the hearing was adjourned until June 18, 1903, to afford the railway companies sufficient time to prepare testimony, the state in the meantime agreeing to furnish the railway companies with copies of their exhibits used in the case.

On May 22nd the Commission by its Secretary mailed a copy of the following circular, asking certain information bearing upon the question at issue in this case. (Exhibit "C.")

On June 18th the adjourned meeting took place, at which further testimony was taken on the same lines as at the previous meeting, and answers were filed to the questions sent out on May 22nd, and, after considerable discussion, the case was taken under advisement by the Commission.

On June 20th the Commission decided that a further conference was necessary with the railway companies, and ordered June 23rd as the date, and notices to this effect were sent out accordingly.

On June 23rd the conference was held in the morning, at which the Commission proposed certain reductions in the coal and lumber rates in the state, which was taken under advisement by the railway companies, and conference adjourned till June 25th.

On June 25th the adjourned conference took place at 10 A. M., and after a short discussion adjourned till three o'clock in the afternoon, and again adjourned, without reaching any decision, till four o'clock, June 26th, for further conference.

On June 26th the adjourned conference took place, and after considerable discussion a compromise was effected on the coal and lumber rates, as follows: On coal a reduction of ten per cent up to three hundred miles, with a few exceptions, where the territory has already been enjoying lower rates than in other portions of the state; said reduction not to apply to the coal rates between Duluth and the Twin Cities; soft coal rates not to be any higher than hard coal rates; on lumber no change to be made in rates up to forty miles; from forty to seventy-five miles the rates to be graded up to the seventy-five miles, at which point and beyond, the reduction to be on the basis of fifteen per cent, the basic point to be Minneapolis for the lumber distributing points in the northern part of the state, which is to have the effect of preserving their present differentials on shipments to points in Southern Minnesota.

The railroad companies agreed to submit these rates from Duluth and Minneapolis to points in the state to the Commission, prior to their becoming effective, which agreement was faithfully carried out, but on investigation it was found that a further conference would be necessary to settle some differences before the rates were adopted, and on August 12th the following notice was sent to the traffic officials. (Exhibit "D.")

On August 18th the final conference was held, which resulted in a further compromise, as follows:

On Coal—The Chicago, Milwaukee & St. Paul Railway agreed to put in coal rates from Duluth to points on the Reno & Preston branch, the eastern portion of the Southern Minnesota division, the river division from Red Wing to La Crescent, and on the Wabasha branch from Midland Junction to Faribault, to a basis not to exceed \$2.25 per ton as the maximum (the above territory hitherto had no rates in effect from Duluth). The Great Western Railway also agreed to reduce all their \$2.50 points to \$2.25 per ton.

On Lumber—The Great Northern and Northern Pacific Railways from the terminals of St. Paul, Minneapolis and Duluth, including Virginia, Scanlon, Cloquet, Nickerson and intermediate points tributary thereto, no change to be made up to forty miles, from forty to seventy-five miles the rates to be graded up to the seventy-five miles, at which point and beyond the reduction to be fifteen per cent, which is to apply to non-differential territory north of the Hastings & Dakota division of the Chicago, Milwaukee & St. Paul Railway.

From all other lumber shipping points on the Great Northern and Northern Pacific in Minnesota north of the Hastings & Dakota division of the Chicago, Milwaukee & St. Paul Railway, no change to be made up to forty miles, from forty to seventy-five miles the rates to be graded up to the seventy-five miles, at which point and beyond the reduction to be ten per cent.

All lumber rates to points in Southern Minnesota to be based on Minneapolis, the present differentials to remain undisturbed, and the present low lumber commodity rates not to be interfered with.

All rates to become effective September 10th, 1903.

This practically closed the case, and orders were mailed the railway companies on August 31st, 1903, similar to Exhibit "E" attached, copies of which are on file and recorded in this office.

To print all these tariffs, showing the old and new rates, would be almost impracticable, and therefore we only show about a dozen stations on each line of railway, which indicate the comparisons between the old and the new rates.

The comparisons referred to are shown in "Exhibit "F" attached.

EXHIBIT "A1."—COAL AND LUMBER.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION.

Henry Klauser, Complainant, vs. The Great Northern Railway Company, Defendant.

The complaint of the above named complainant respectfully shows:

That the Great Northern Railway Company (hereinafter called the Railway Company) is a corporation organized and existing under and by virtue of the laws of the State of Minnesota, and is operating a line of railroad from St. Paul and Minneapolis in the State of Minnesota, in the counties of Ramsey and Hennepin, to Breckenridge, in Wilkin county, passing through the county of Meeker, and a station known as Litchfield, in said Meeker county, all of said line being in the State of Minnesota.

That said Railway Company also operates a line of railway from St. Paul and Minneapolis to Duluth, and from Duluth to Willmar, all in said State of Minnesota; that there are track connections at Minneapolis and St. Paul, connecting the line of railway operated by said Railway Company from Duluth to St. Paul and Minneapolis, with the tracks of line operated by said Railway Company between St. Paul and Minneapolis and Breckenridge, so that all the cars used and operated by said Railway Company can be transferred from one of its said lines of road to the other of its said lines.

That there are track connections at Willmar or Willmar Junction, whereby the cars of said Railway Company can be transferred from the line of road operated between Duluth and Willmar and the line between St. Paul, Minneapolis and Breckenridge, so that the cars of said Railway Company can be transferred from one of said lines to the other.

That said Railway Company is a common carrier of freight and passengers for hire between all the places hereinbefore named.

That complainant is a citizen of the State of Minnesota, and purchases much lumber and coal which is shipped over the lines of said Railway Company, between Duluth and Litchfield, and Minneapolis and St. Paul and Litchfield.

That said railway company has filed its tariffs of rates and charges for the transportation of hard and soft coal from Duluth to Litchfield, and from St. Paul and Minneapolis to Litchfield, with the Railroad and Warehouse Commissioners of the State of Minnesota; that by said tariff the rate on hard and soft coal from Duluth to Litchfield in carload lots is fixed at \$2.20 per ton, and from St. Paul and Minneapolis to Litchfield in carload lots is \$1.50 per ton.

That by said tariff the rate on lumber from Duluth to Litchfield is thirteen (13) cents per hundred pounds in carload lots, and the rate from St. Paul and Minneapolis to Litchfield in carload lots is nine (9) cents per hundred pounds.

That said railway company is now maintaining and charging the rates named in said tariffs for the transportation of hard and soft coal and lumber from St. Paul, Minneapolis and Duluth to Litchfield.

That the rate provided by said tariff and the rate charged by said railway company for the transportation of hard and soft coal from Duluth and Minneapolis to Litchfield in carload lots is unjust and unreasonable, and that \$1.50 per ton for the transportation of hard and soft coal in carload lots from Duluth to Litchfield over the lines of said railway company is a just and reasonable sum for such service, and the sum of \$1.00 per ton for the transportation of hard and soft coal in carload lots from Minneapolis to Litchfield is a just and reasonable charge for such service; that the charges by said railway company for the carrying of lumber from Duluth and Minneapolis to Litchfield are unjust and unreasonable, and that the sum of 9 cents per hundred pounds for the carrying of lumber in carload lots from Duluth to Litchfield over said railway company's line of road is a just

68 REPORT RAILROAD AND WAREHOUSE COMMISSION.

and reasonable charge for such service; that the sum of 6 cents per hundred pounds is a just and reasonable charge for carrying lumber from Minneapolis to Litchfield over said railway's line of road.

The complainant therefore prays that the Railroad and Warehouse Commissioners of the State of Minnesota investigate the reasonableness of the charges of the said railway company for carrying lumber in carload lots from Duluth and from Minneapolis to Litchfield, and by their order fix a rate for the transportation of lumber from Duluth not to exceed 9 cents per hundred pounds, and from Minneapolis not to exceed 6 cents per hundred pounds.

That said Railroad and Warehouse Commissioners also investigate the rate charged by said railway company for carrying hard and soft coal from Duluth and Minneapolis to Litchfield and make its order fixing a rate on the same not to exceed \$1.50 per ton from Duluth and \$1.00 per ton from Minneapolis.

Dated, Jan. 9, 1903.

HENRY KLAUSER,
Complainant.

State of Minnesota, County of Meeker—ss.

Henry Klauser, being duly sworn, deposes and says that he is the complainant in the foregoing proceeding, has read the complaint and knows the contents thereof; that the same are true of his own knowledge, except as to those matters therein stated on his information and belief, and as to those matters he believes it to be true.

HENRY KLAUSER.
Subscribed and sworn to before me this 9th day of January, 1903.
EDWARD P. PETERSON,
Notary Public.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION.

Henry Klauser, Complainant, vs. The Great Northern Railway Company,
Defendant.

To the Great Northern Railway Company, Defendant:

IT IS ORDERED, that you satisfy the complaint of Henry Klauser which is hereto annexed and a copy thereof herewith served upon you, or answer the same in writing within twenty (20) days from the date of the service of this order and complaint on you, by filing your answer with the Railroad and Warehouse Commission of the State of Minnesota, at their office, 612 Endicott Building, St. Paul, Minnesota, and serving a copy thereof on the complainant, whose postoffice address is Litchfield, Minnesota.

By the Commission,

IRA B. MILLS,
Chairman.

A. C. CLAUSEN,
Secretary.

EXHIBIT "A2."—COAL AND LUMBER.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION.

In the matter of the reasonableness of freight rates and charges on hard and soft coal and lumber between stations in the State of Minnesota on the lines of railroads hereinafter named in this order and resolution.

WHEREAS, Henry Klauser has made complaint to the Railroad and Warehouse Commission of the State of Minnesota against the Great Northern Railway Company, alleging that the rates of said railway company on hard and soft coal and lumber from Duluth and Minneapolis to Litchfield, Minnesota, are unreasonable, and said railway company having appeared and answered in such proceeding; and

WHEREAS, Any order that the Commission might make reducing the rates on the Great Northern Railway between the stations named would necessarily affect the rates on other parts of said railway system in Minnesota, and would also affect the rate of the carriers hereinafter named, and to properly determine the question presented by said complaint, the Commission deem it advisable to inquire into the rates of all carriers of said commodities doing business within this state.

IT IS THEREFORE RESOLVED by the Railroad and Warehouse Commission, that they proceed upon their own motion to investigate the reasonableness of the rates on the Chicago, Burlington & Quincy Railway Company, Chicago, Milwaukee & St. Paul Railway Company, Chicago & Northwestern Railway Company, Chicago Great Western Railway Company, Chicago, St. Paul, Minneapolis & Omaha Railway Company, Duluth & Iron Range Railroad Company, Duluth, Missabe & Northern Railway Company, Chicago, Rock Island & Pacific Railway Company, Great Northern Railway Company, Minnesota & International Railway Company, Minneapolis, St. Paul & Sault Ste. Marie Railway Company, Minneapolis & St. Louis Railroad Company, Northern Pacific Railway Company and Wisconsin Central Railway Company, between stations on the lines of said railroads in the State of Minnesota, on hard and soft coal and lumber, and the reasonableness of all joint rates on hard and soft coal and lumber now existing between stations in this state, between any of said carriers, and to that end

IT IS ORDERED, that copies of this resolution be served upon each of the carriers above named in the same manner as if complaint had been made in the usual form, and that this resolution shall stand in lieu and serve for a complaint against said carriers.

IT IS FURTHER ORDERED, that said carriers, and each of them, are hereby notified that said Commission have the reasonableness of their rates on hard and soft coal and lumber between stations in this state, and the reasonableness of any joint rate existing between any of said carriers on said commodities between stations in this state, under consideration; and that said carriers are required to answer hereto within twenty (20) days after the service of this order upon them, and that thereafter such proceedings be had thereon as upon complaint in such case made and provided.

By order of the Commission.

(SEAL.)

A. C. CLAUSEN,
Secretary.

Dated, St. Paul, Minn., March 20th, 1903.

EXHIBIT "B1." - COAL AND LUMBER.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION.

In the matter of the reasonableness of freight rates and charges on hard and soft coal and lumber between stations in the State of Minnesota on the lines of the railroads named in the resolution of the Commission dated March 20th, 1903, and hereinafter named: Chicago, Burlington & Quincy Railway Company, Chicago, Milwaukee & St. Paul Railway Company, Chicago & Northwestern Railway Company, Chicago Great Western Railway Company, Chicago, St. Paul, Minneapolis & Omaha Railway Company, Duluth & Iron Range Railroad Company, Duluth, Missabe & Northern Railway Company, Chicago, Rock Island & Pacific Railway Company, Great Northern Railway Company, Minnesota & International Railway Company, Minneapolis, St. Paul & Sault Ste. Marie Railway Company, Minneapolis & St. Louis Railroad Company, Northern Pacific Railway Company, and Wisconsin Central Railway Company.

IT IS ORDERED that the hearing in the above entitled matter be and the same is hereby fixed for Wednesday, May 13th, 1903, at the office of the Commission, 612 Endicott Building, St. Paul, Minnesota, at 10 o'clock in the forenoon.

By the Commission,

(SEAL.)

A. C. CLAUSEN,
Secretary.

Dated, St. Paul, Minn., April 20th, 1903.

EXHIBIT "B2."—COAL AND LUMBER.

Office of the Railroad and Warehouse Commission,
St. Paul, April 20, 1903.

Dear Sir:—I am directed by the Commission to request from you a statement showing the tonnage and gross earnings to each station on your line in Minnesota, on lumber, soft coal and hard coal, from the stations of Duluth, St. Paul and Minneapolis, in each case separately, for the year ending June 30th, 1902.

This information is required to be used in connection with an investigation of coal and lumber rates in this state on May 13 next, and the statement is desired at that date,

Yours truly,

A. C. CLAUSEN,
Secretary.

EXHIBIT C.—COAL AND LUMBER.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION.

In the matter of the reasonableness of rates on hard and soft coal and lumber, the Commission respectfully ask an answer to the following questions:

1. Approximately what proportion of your freight business is state and what portion interstate?
2. What is your total mileage?
3. What is the total mileage in Minnesota operated by your company?
- (a) Main lines? (b) Spur sidetracks and terminals?
4. Is there any substantial difference between the cost of doing your freight business in Minnesota or elsewhere, i. e., business which earns a like amount? If so, is such cost more or less in Minnesota?
5. What proportion of your freight earnings upon business done wholly within Minnesota is derived from transporting coal? (a) Hard coal? (b) Soft coal?
6. What proportion of the same for transporting lumber?
7. What will it cost approximately to reproduce your roadbed, including sidetracks and terminals in Minnesota, as a total and also on a basis of mileage?
8. What approximately will it cost to reproduce your Minnesota equipment, i. e., such an amount of your total equipment as your Minnesota mileage bears to your total mileage?
- (In making the estimate take into account as the basis for the same any difference in value or cost of equipment necessary for use in Minnesota.)
9. What is the total bonded and the total stock indebtedness of your railroad?
10. What is the approximate cost per ton per mile for transporting coal in cars over your line, in Minnesota, as compared with the cost of handling in the aggregate all other commodities transported by your company in this state? Does coal belong to a higher or lower class of freight handled?
11. Same question as No. 10 as applied to lumber.
12. Is the cost of handling and transporting coal by your company, the same distance, higher or lower than the cost of handling and transporting lumber?
13. Which brings in the greatest revenue per car for same distance, hard coal or lumber?
14. What per cent of the total freight traffic in Minnesota is coal?
15. What per cent of the total freight traffic in Minnesota is lumber?
16. Why should not hard and soft coal bear the same rate?

A. C. CLAUSEN,
Secretary of Minnesota Railroad and Warehouse Commission.

EXHIBIT "D."—COAL AND LUMBER.

Dear Sir:—A meeting will be held at the office of the Commission at 10 o'clock A. M. on Tuesday, August 18th, for the purpose of holding a final conference on the proposed compromise of the coal and lumber rate question.

There are some cases where no reduction is shown and others where the figures submitted are not in accordance with the understanding of the Commission as reached at the last conference.

As considerable delay has elapsed in this adjustment, it is the desire of the Commission that your company shall send a representative who is fully authorized to act, in order to finally settle the question, so that the rates may be published and made effective not later than September 1st.

By order of the Commission.

(SEAL.)

A. C. CLAUSEN,
Secretary.

EXHIBIT "E."—COAL AND LUMBER.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION.

In the matter of the reasonableness of the local rates on lumber and coal on the line of the Great Northern Railway, and joint rates of said railway company and the railroad companies named in the annexed Exhibits "A," "B" and "C," between stations in the State of Minnesota.

The matter of the reasonableness of the local rates on lumber and coal on the line of the Great Northern Railway, and the joint rates of said company with the companies named in Schedules "A," "B," and "C," hereto annexed, having been under consideration by the Railroad and Warehouse Commission of the State of Minnesota,

The Commission find that any rate for the carriage of lumber and coal between points in Minnesota, locally, on the line of the Great Northern Railway, and any joint rates on lumber and coal with the carriers named in Exhibits "A," "B" and "C," for the carriage of lumber and coal between stations in the State of Minnesota, greater than the rates named in Exhibits "A," "B" and "C," are unreasonable, and local and joint rates shown by said Exhibits "A," "B" and "C" are hereby fixed as maximum local and joint rates on lumber and coal between the stations in Minnesota named in said Exhibits, and said railroad companies are hereby forbidden to charge any higher or greater rate than the rates so fixed in said Exhibits.

Dated, August 31st, 1903.

By the Commission,

(SEAL.)

A. C. CLAUSEN,
Secretary.

REPORT RAILROAD AND WAREHOUSE COMMISSION. 73

STATEMENT SHOWING RATES ON COAL FROM DULUTH TO VARIOUS STATIONS IN MINNESOTA—FIRST AS EFFECTIVE PREVIOUS TO SEPT. 10, 1903, AND SECOND AS EFFECTIVE ON AND AFTER THAT DATE.

		Old	New			Old	New
		Rate.	Rate.			Rate.	Rate.
To G. N. Stations as follows:				To M. & St. L. Stations as follows:			
Bemidji	2.25	2.10	1.95	Winthrop	2.50	2.25	
East Grand Forks	2.25	2.10		Merriam Junction	1.95	1.85	
Willmar	2.20	1.35		Boyd	2.50	2.35	
Marshall	2.50	2.25		Marlette	2.60	2.45	
Brown's Valley	2.55	2.45		Morton	2.50	2.25	
Breckenridge	2.25	2.10		Shakopee	1.90	1.75	
Benson	2.25	2.05		New Prague	2.20	2.05	
Avon	2.00	1.65		La Salle	2.50	2.25	
Fergus Falls	2.25	2.00		Hanley	2.50	2.25	
St. Vincent	2.50	2.25		Twin Lakes	2.50	2.25	
To N. P. Stations as follows:				To C. & N. W. Stations as follows:			
Winnipeg Jct.	2.25	2.10		Judson	2.40	2.25	
Brainerd	1.50	1.35		Essig	2.50	2.25	
Sauk Center	2.00	1.80		Wabasso	2.50	2.25	
Morris	2.25	2.05		Milroy	2.50	2.25	
Frazee	2.25	1.90		Walnut Grove	2.50	2.25	
New York Mills	2.15	1.90		Arco	2.60	2.50	
Kimberly	1.20	1.15		Verdi	2.90	2.75	
Rices	1.60	1.50		Hendricks	2.80	2.75	
Cushing	1.85	1.65		Tracey	2.50	2.25	
Staples	1.85	1.70		Sanborn	2.50	2.25	
To "Soo" Stations as follows:				To Omaha Stations as follows:			
Hummet	2.00	1.90		Lake Crystal	2.40	2.25	
Buffalo	2.10	1.90		Butterfield	2.50	2.25	
Maple Lake	2.10	1.90		Lewisville	2.50	2.25	
Kimball Prairie	2.10	1.90		Garden City	2.45	2.25	
Paynesville	2.11	1.90		Currie	2.50	2.35	
Belgrade	2.15	1.90		Windom	2.50	2.40	
Lowry	2.25	1.95		Fairmont	2.50	2.25	
Wendell	2.25	2.05		Winnebago City	2.50	2.25	
Tenny	2.25	2.10		Elmore	2.50	2.35	
Nashua	2.25	2.10		Jordan	2.00	1.95	
To Milwaukee Stations as follows:				To C. G. W. Stations as follows:			
Bird Island	2.50	2.25		Rich Valley	1.90	1.75	
Appleton	2.50	2.35		Randolph	2.25	2.00	
Lakefield	2.50	2.45		Stanton	2.25	2.10	
Sherburn	2.50	2.25		Rochester	2.50	2.25	
Randolph	2.25	2.00		Hay Creek	2.25	2.15	
Graceville	2.45	2.35		Empire	1.90	1.75	
Ortonville	2.50	2.35		Ostrander	2.50	2.25	
Sacred Heart	2.50	2.25		St. Charles	2.50	2.25	
Young America	2.50	2.15		Winona	2.50	2.25	
Benton Jct.	2.25	1.75		Red Wing	2.25	2.00	

STATEMENT SHOWING RATES ON LUMBER FROM DULUTH AND MINNEAPOLIS
TO VARIOUS STATIONS IN MINNESOTA—FIRST AS EFFECTIVE PREVIOUS
TO SEPT. 10, 1903, AND SECOND AS EFFECTIVE ON AND AFTER THAT DATE.

To G. N. Stations as follows:	From Duluth.		From Minneapolis.		To Milwaukee Sta- tions as follows:	From Duluth.		From Minneapolis.	
	Old Rate.	New Rate.	Old Rate.	New Rate.		Old Rate.	New Rate.	Old Rate.	New Rate.
Bemidji	14½	12½	14½	12½	Bird Island	16	13½	11	9
East Grand Forks..	18½	15½	18½	15½	Appleton	16½	14	14	12
Willmar	13	11	11	9½	Edgerton	20	18	14	12
Marshall	18	16	13	11	Lakefield	19½	17½	13½	11½
Pipestone	20	18	14	12	Sherburn	18½	16½	12½	10½
Breckenridge	17	14½	17	14½	Mankato	16	15	10	9
Benson	15	12½	12½	10½	Albert Lea	16	15	10	9
Milaca	7	6	8½	7	Wells	16	15½	10	9½
Fergus Falls	15½	13	15½	13	Granite Falls	16	14	12	10
St. Vincent	25	21	25	21	Graceville	17	14	14½	12½
					To M. & St. L. Sta- tions as follows:				
					Winthrop	15	14	9	8
					Wood Lake	18	16	12	10
					Boyd	18½	17	12½	11
					Madison	20	18½	14	12½
					New Ulm	16½	14	10½	9
					La Salle	17	15½	11	9½
					Ormsby	18	16½	12	10½
					Dunnell	19	17	13	11
					Montgomery	14	13½	8	7½
					New Richland	16	15	10	9
					To C. & N. W. Sta- tions as follows:				
					Judson	16	15	10	9
					Essig	17	15½	11	9½
					Wabasso	18	16	12	10
					Milroy	19	17	13	11
					Walnut Grove	20	18	14	12
					Verdi	20	18½	14	12½
					Verdi	21	19½	15	13½
					Hendricks	22	20½	16	14½
					Waseca	21	19	11	9
					Burr	21	20½	15	14½
					To Omaha Stations as follows:				
					Lake Crystal	17	15½	11	9½
					Butterfield	18	16	12	10
					Ottawa	15	14	9	8
					Riskely	14½	13	8½	7
					Currie	20	18	12	12
					Adrian	20	18½	14	12½
					Luverne	20	19	14	13
					Fairmont	18	16	12	10
					Lewisville	17½	16	12½	10
					Winnebago City	17	16	11	10

To "Soo" Stations as follows:	From Duluth.		From Minneapolis.	
	Old Rate.	New Rate.	Old Rate.	New Rate.
Hummet	11	10	11	10
Buffalo	11½	10½	11	10
Maple Lake	11½	11	11	10
Kimball Prairie	12½	11	11	10
Paynesville	13	11	10½	9½
Belgrade	13	11½	11	9½
Lowry	14½	12½	12	10
Wendall	15½	13	14½	12½
Tenny	16	13½	15½	13
Nashua	15½	13½	14½	12½

REDUCTION IN MERCHANDISE RATES ON THE LINE OF THE DULUTH & IRON RANGE RAILROAD AND THE DULUTH, MISSABE & NORTHERN RAILWAY.

In the early part of the present year the Commission proceeded on its own motion to investigate the reasonableness of the merchandise rates on the lines of the above named railways. After several conferences with the officials and submitting of figures on both sides, the Commission on June 8th, 1903, issued the following findings of facts and order in the premises:

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION.

In the matter of the reasonableness of the rates on merchandise on the Duluth, Missabe & Northern Railway.

The reasonableness of the rates on merchandise being under consideration by the Railroad and Warehouse Commission, the company appearing by W. A. McGonigle, assistant to the president. After hearing the evidence and the Commission being fully advised in the premises, the Commission find that the rates on merchandise in Schedule "A," hereto annexed as classified by the Western Classification, and approved by the Railroad and Warehouse Commission of the State of Minnesota, and on file in the office of said Commission, with the exception that the rate applicable to fourth class articles as shown in Schedule "A" applies to articles classed as fifth class in said Western Classification, are just and reasonable maximum rates for the transportation of the different classes of freight referred to in said schedule between the stations in said schedule named on the Duluth, Missabe & Northern Railway and any greater rate is unreasonable.

IT IS THEREFORE ORDERED, that the rates as shown in Schedule "A" are hereby fixed as reasonable maximum rates on merchandise between the stations named on said railroad, subject to the Western Classification hereinbefore referred to, and that the rates fixed in said schedule on fourth class articles apply to articles classified as fifth class in said Western Classification, and said carrier is hereby ordered and required to forthwith publish and put in effect rates between the stations named in said Schedule "A" that do not exceed the rates fixed in said schedule, and it shall be unlawful for said railway company to charge any higher rates than by this order provided for the transportation of freight articles covered by this order.

Dated, St. Paul, Minn., June 8th, 1903.

(SEAL.) By the Commission,

A. C. CLAUSEN,
Secretary.

76 REPORT RAILROAD AND WAREHOUSE COMMISSION.

D. M. & W. RY.

Miles	BETWEEN DULUTH AND	100	85	66	50	40	40	35	30	24	20
		MERCHANDISE In Cents per 100 Pounds				SPECIAL CARLOAD CLASSES In Cents per 100 Pounds					
		1	2	3	4	5th Class	A	B	C	D	E
9	Proctor.....	11	10	9	7	2	2	2	2	2	2
		10	9	7	5	5	4	4	3	3	2
13	Adolph.....	12	11	10	9	4	5	4	4	4	3
		13	11	9	7	7	5	5	4	3	3
16	Pine.....	15	14	13	12	6	7	6	5	4	3
		16	14	11	8	8	6	6	5	4	3
22	Saginaw.....	16	15	14	13	9	10	7	6	5	3
		19	16	13	10	10	8	7	6	5	4
24	Grand Lake.....	16	15	14	13	9	10	7	6	5	3
		19	16	13	10	10	8	7	6	5	4
28	Burnett.....	18	15	15	14	11	12	7	6	5	3
		22	19	15	11	11	9	8	7	5	4
31	Culver.....	21	18	17	14	11	12	8	7	6	4
		25	21	17	13	13	10	9	8	6	5
35	Alborn.....	21	18	17	14	11	12	8	7	6	4
		25	21	17	13	13	10	9	8	6	5
38	Birch.....	24	22	19	16	12	13	10	9	6	5
		27	23	18	14	14	11	9	8	6	5
43	Payne.....	28	25	21	18	14	14	11	10	7	5
		29	25	19	15	15	12	10	9	7	6
47	Kelsep.....	32	27	22	18	14	14	11	10	7	6
		31	26	20	16	16	12	11	9	7	6
51	Wallace.....	31	28	24	19	15	15	12	10	8	6
		33	28	22	17	17	13	12	10	8	7
57	Morrell.....	36	30	25	19	15	15	13	11	9	6
		35	30	23	18	18	14	12	11	8	7
63	Shaw.....	38	33	26	20	16	16	14	12	9	6
		30	31	24	18	18	14	13	11	9	7
65	Iron Junction.....	40	34	26	20	16	16	14	12	10	8
		36	31	24	18	18	14	13	11	9	7
68	Wolf.....	40	34	27	21	16	16	14	12	10	8
		37	31	24	19	19	15	13	11	9	7
74	Mountain Iron.....	40	34	28	22	17	17	15	12	10	8
		37	31	24	19	19	15	13	11	9	7
74	Virginia.....	40	34	28	22	17	17	15	12	10	8
		37	31	24	19	19	15	13	11	9	7
68	Spruce.....	40	34	28	22	17	17	15	12	10	8
		37	31	24	19	19	15	13	11	9	7
70	Eveleth.....	40	34	28	22	17	17	15	12	10	8
		37	31	24	19	19	15	13	11	9	7
70	Davis.....	40	34	28	23	17	17	15	12	10	8
		37	31	24	19	19	15	13	11	9	7
73	Sparta.....	40	34	28	22	17	17	15	12	10	8
		37	31	24	19	19	15	13	11	9	7
76	Jones.....	40	34	28	22	17	17	15	12	10	8
		37	31	24	19	19	15	13	11	9	7
80	Biwabik.....	40	34	28	22	17	17	15	12	10	8
		37	31	24	19	19	15	13	11	9	7
70	Macon.....	40	34	28	22	17	17	15	12	10	8
		37	31	24	19	19	15	13	11	9	7
75	Scott.....	40	34	28	22	17	17	15	12	10	8
		37	31	24	19	19	15	13	11	9	7
79	Wilben.....	40	34	28	22	17	17	15	12	10	8
		37	31	24	19	19	15	13	11	9	7
84	Hibbing.....	40	34	28	22	17	17	15	12	10	8
		37	31	24	19	19	15	13	11	9	7

(123) This style figures—Present rates.

(123) This style figures—Commissioners rates.

REPORT RAILROAD AND WAREHOUSE COMMISSION. 77

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION.

In the matter of the reasonableness of the rates on merchandise on the Duluth & Iron Range Railroad.

The reasonableness of the rates on merchandise being under consideration by the Railroad & Warehouse Commission, the company appearing by its president, F. E. House. After hearing the evidence and the Commission being fully advised in the premises, the Commission find that the rates on merchandise in Schedule "A," hereto annexed, as classified by the Western Classification, as approved by the Railroad and Warehouse Commission of the State of Minnesota, and on file in the office of said Commission, with the exception that the rate applicable to fourth class articles as shown in Schedule "A" also applies to articles classed as fifth class in said Western Classification, are just and reasonable maximum rates for the transportation of the different classes of freight referred to in said schedule, between the stations in said schedules named, on the Duluth & Iron Range Railroad, and any greater rate is unreasonable.

IT IS THEREFORE ORDERED, that the rates as shown in Schedule "A" are hereby fixed as reasonable maximum rates on merchandise between the stations named on said railroad, subject to the Western Classification hereinbefore referred to, and that the rates fixed in said schedule on fourth class articles apply to articles classified as fifth class in said Western Classification, and said carrier is hereby ordered and required to forthwith publish and put in effect rates between the stations named in said Schedule "A" that do not exceed the rates fixed in said schedule, and it shall be unlawful for said railroad company to charge any higher or greater rate than by this order provided for the transportation of freight articles covered by this order.

Dated, St. Paul, Minn., June 8th, 1903.

By the Commission,

(SEAL.)

A. C. CLAUSEN.
Secretary.

78 REPORT RAILROAD AND WAREHOUSE COMMISSION.

DULUTH & IRON RANGE RY.

Miles	BETWEEN DULUTH AND	100	85	66	55	40	40	35	30	24	20
		MERCHANDISE In Cents per 100 Pounds				SPECIAL CARLOAD CLASSES In Cents per 100 Pounds					
		1	2	3	4	5th Class	A	B	C	D	E
6	Lester Park.....	12	11	10	9	3	3	3	3	3	3
		10	9	7	5	5	4	4	3	3	2
9	Lakewood.....	12	11	10	9	3	3	3	3	3	3
		10	9	7	5	5	4	4	3	3	2
13	French River.....	15	14	13	12	5	6	5	5	5	5
		13	11	9	7	7	5	5	4	3	3
17	Arthur.....	18	17	16	15	8	9	8	7	6	6
		16	14	11	8	8	6	6	5	4	3
20	Knife River.....	18	17	16	15	8	9	8	7	6	6
		16	14	11	8	8	6	6	5	4	3
27	Two Harbors.....	20	18	17	16	10	11	9	8	8	6
		22	19	15	11	11	9	8	7	5	4
30	Waldo.....	22	19	18	17	12	13	11	9	9	7
		22	19	15	11	11	9	8	7	5	4
35	York.....	26	23	22	19	14	15	13	11	10	7
		25	21	17	13	13	10	9	8	6	5
41	Highland.....	30	27	24	20	15	16	14	12	10	8
		29	25	19	15	15	12	10	9	7	6
51	Cloquet River.....	35	31	28	22	17	17	15	12	10	8
		33	28	22	17	17	13	12	10	8	7
56	Hornby.....	40	34	28	22	17	17	15	12	10	8
		35	30	23	18	18	14	12	11	8	7
58	Bassett.....	40	34	28	22	17	17	15	12	10	8
		35	30	23	18	18	14	12	11	8	7
61	Reno.....	40	34	28	22	17	17	15	12	10	8
		36	31	24	18	18	14	13	11	9	7
67	Skibo.....	40	34	28	22	17	17	15	12	10	8
		37	31	24	19	19	15	13	11	9	7
73	Allen Jct.....	40	34	28	22	17	17	15	12	10	8
		37	31	24	19	19	15	13	11	9	7
87	Biwabik.....	40	34	28	22	17	17	15	12	10	8
		37	31	24	19	19	15	13	11	9	7
91	McKinley.....	40	34	28	22	17	17	15	12	10	8
		37	31	24	19	19	15	13	11	9	7
96	Sparta.....	40	34	28	22	17	17	15	12	10	8
		37	31	24	19	19	15	13	11	9	7
100	Eveleth.....	40	34	28	22	17	17	15	12	10	8
		37	31	24	19	19	15	13	11	9	7
97	Virginia.....	40	34	28	22	17	17	15	12	10	8
		37	31	24	19	19	15	13	11	9	7
77	Misaba.....	42	36	30	27	22	22	16	13	12	9
		38	32	25	19	19	15	13	11	9	8
84	Embarrass.....	45	39	34	29	29	26	20	15	13	10
		40	34	20	20	20	16	14	12	10	8
90	Athens.....	45	39	34	29	29	26	20	15	13	10
		41	35	27	21	21	16	14	12	10	8
96	Tower Jct.....	45	39	34	29	29	26	20	15	13	10
		43	37	28	22	22	17	15	13	10	9
98	Tower.....	45	39	34	29	29	26	20	15	13	10
		43	37	28	22	22	17	15	13	10	9
100	Murray.....	50	42	37	31	31	28	22	17	14	12
		43	37	28	22	22	17	15	13	10	9
107	Robinson.....	50	42	37	31	31	28	22	17	14	12
		45	38	30	23	23	18	16	14	11	9
117	Ely.....	50	42	37	31	31	28	22	17	14	12
		47	40	31	24	24	19	16	14	11	9

(123) This style figures—Present rates.

(123) This style figures—Commissioners' rates.

L. R. MARTIN AND MARTIN BROS. VS. MINNESOTA & NORTH WISCONSIN R. R. CO. EXCESSIVE LUMBER AND TIE RATES.

On April 25th, 1903, a complaint was filed with the Commission by above named plaintiffs, complaining that Minnesota & North Wisconsin R. R. Co. had raised the rates for the transportation of lumber and articles taking lumber rates without first obtaining the consent of the Commission, and praying that the tariff rates be restored which were in effect prior to the tariff rates complained of.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF MINNESOTA.

L. R. Martin and Martin Bros., Complainants, vs. The Minnesota and North Wisconsin Railroad Company, Defendant.

COMPLAINT.

To the Honorable Members of the Railroad and Warehouse Commission of the State of Minnesota:

Your complainants, L. R. Martin, in his individual capacity, and Thomas H. Martin and George W. Martin, co-partners as Martin Bros., respectfully show:

That defendant, The Minnesota & North Wisconsin Railroad Company is now and for over two years immediately prior hereto has been a corporation duly organized and created under and by virtue of the laws of the State of Minnesota pertaining to railroad corporations, under which it was incorporated, and as such it has, ever since prior to January 1, 1902, and it still does own and operate a line of railway within the State of Minnesota, extending from Scanlon, in Carlton County, a distance of about eighty miles northeasterly into the County of St. Louis, in said State.

That as such corporation, and upon a claim of being a common carrier of passengers and freight for hire, it has, in the courts of this state, invoked the right of eminent domain and been permitted to and has acquired land for its said right of way by condemnation proceedings, and has during all of said times, been a common carrier for hire and engaged in the transportation of passengers and freight, all of which it has carried on exclusively within the State of Minnesota.

That your complainants are now and for several years immediately prior hereto they have continuously been engaged in the cedar and tie business in the State of Minnesota, and particularly in St. Louis County, and therein have caused to be manufactured cedar timber into ties, poles and posts, as well as contracted for and purchased such material already made, the aggregate amount of their said business amounting to more than \$400,000 per year.

That on the line of defendant's said railroad are large tracts of valuable cedar timber, which is suitable and fit for ties, poles and posts, but nearly the whole thereof is dependent for transportation to the markets over the defendant's said railroad.

That about January 15, 1902, defendant put into effect, established, printed and promulgated, in manner required by law, a tariff of rates showing the classification, rates and charges for the transportation of freight and for more than one year continuously maintained the same for the transportation of lumber, lath, shingles, telegraph poles, wood, posts and paving blocks, as well as other merchandise, between its stations on its said line of railroad which tariff schedule fixed and provided for a uniform rate per carload of the minimum of 24,000 pounds, based upon its distances, to-wit:

For a distance of 1 to 10 miles, $2\frac{1}{2}$ c per hundred pounds.

For a distance up to from 20 to 40 miles, $3\frac{1}{2}$ c per hundred pounds.

For a distance up to from 20 to 40 miles, $3\frac{1}{2}$ c per hundred pounds.

For a distance up to from 40 to 45 miles, 4c per hundred pounds.

For a distance up to from 45 to 60 miles, $4\frac{1}{2}$ c per hundred pounds on north bound freight, and 4c per hundred pounds on south bound freight.

For a distance up to from 60 to 65 miles, 5c per hundred pounds on north bound freight, and $4\frac{1}{2}$ c per hundred pounds on south bound freight.

For a distance up to from 65 to 70 miles, $5\frac{1}{2}$ c per hundred pounds on north bound freight, and $4\frac{1}{2}$ c per hundred pounds on south bound freight.

For a distance up to from 70 to 80 miles, $6\frac{1}{2}$ c per hundred pounds on north bound freight, and $5\frac{1}{2}$ c per hundred pounds on south bound freight, which rate your complainants allege to be high and in excess of the reasonable value of the transportation of such material, and more than sufficient to compensate the defendant for such transportation.

That nevertheless your complainants did, while the said rate was so in full force and effect, in reliance upon the fact that said tariff rate would not be advanced, cause large quantities of their cedar along defendant's said line to be cut and made into posts, poles and paving, and also purchased large quantities of said material from local parties along defendant's said line, and therein expended large sums of money, and now have the following approximate quantities on defendant's said line, ready and awaiting shipment by the defendant from said points to Scanlon, as follows, to-wit:

Said L. R. Martin, at Martin's spur, about 16 miles from Scanlon, about 60 carloads.

At Freedman's spur, about 18 miles from Scanlon, about 20 carloads.

The said Martin Bros., at Colbroth's spur, about 31 miles from Scanlon, 35 carloads.

At Mile 31 spur, about 31 miles from Scanlon, about 3 carloads.

At Mile 29 spur, about 29 miles from Scanlon, 20 carloads.

At Brook Siding, about 10 carloads.

At Mile 25 spur, about 25 miles from Scanlon, 10 carloads.

At Mile 16 spur, about 16 miles from Scanlon, 35 carloads.

At Bolin's spur, about 36 miles from Scanlon, 20 carloads.

That all of the foregoing is of no practical value unless the same can be brought to market, and the only means of transferring the same to market is over the defendant's said line of road to Scanlon and thence over connecting roads to points of distribution.

That about February, 1903, the defendant changed its said freight schedules so that the rate on said lumber, lath, shingles, telegraph poles, wood, post and paving blocks has been increased to the extent of 50 per cent above the aforesaid prior rates by the defendant established, which change your complainants, upon information and belief, allege was made without first obtaining from this Honorable Railroad and Warehouse Commission an order in writing allowing such advance in rate, and the same was made without any hearing or notice to your complainants or other shippers on said line of road, but contrary to the statute in such case made and provided, which new rates defendant now imposes upon your complainants as a condition to the transportation by it of any of its said merchandise.

That said tariff charges, as well as classification, is unequal an unreasonable and unlawful, and is unequal and unreasonable preference and advantage to shippers of lumber and pine logs and piling over that given shippers of cedar poles, posts and paving, and said tariff is otherwise unlawful and unreasonable in whole, and especially as to cedar products.

That the fair and reasonable compensation for the transportation of cedar posts, piling and paving does not exceed 80 per cent of the rates as fixed by said schedule of rates or tariff in force from on January 15, 1902.

That your complainants have demanded from the defendant that it fix and establish reasonable rates and classification for the transportation of said cedar products, and that it re-establish its tariff of rates at a schedule not in excess of that fixed and in effect about January 15, 1902, but nevertheless defendant has refused to lessen or change its said present schedule of rates.

Upon information and belief your complainants allege that the capital stock and the management of the defendant is almost in its entirety owned

and controlled by the same persons as that of the Brooks-Scanlon Lumber Company, a corporation, which, ever since the construction of defendant's line of road, has owned and operated a sawmill at Scanlon, Minnesota, and has obtained its saw logs principally over the defendant's line of railroad.

That said Brooks-Scanlon Lumber Company is the owner of large tracts of pine and cedar timber, tributary to defendant's line of railroad, which it is engaged in cutting and transporting over said line of road to its cedar yard which it has established at Scanlon. That if the present schedule of rates is maintained, the said Brooks-Scanlon Lumber Co. will have a monopoly of and be the only person which can ship and deal in cedar products on defendant's line of railway.

Upon information and belief your complainants allege that they are the only dealers and shippers, to any appreciable amount, in cedar products on defendant's line, except the said Brooks-Scanlon Lumber Company.

That the value of carloads of the same weight of cedar products and that of lumber or pine logs, as well as the profit made thereon, are very much less on cedar than on lumber or pine logs, and the delays and wear and tear on cars are likewise much less on cedar than on lumber or pine logs, for which reason the classification above stated is unjust and unequal.

WHEREFORE, your complainants pray for an order requiring the defendants to satisfy this, their complaint, and to establish and maintain a schedule of tariff rates on cedar products on a basis of not to exceed 80 per cent of its aforesaid schedule rates in force and effect on January 15, 1902, under which classification and rates said cedar products be shipped by the defendant, or in the event that defendant fails so to do, that it be required to answer, in writing, this complaint within such time as may be reasonable and that a hearing thereon be had, to the end that the order and judgment by these Commissioners be made in manner as may be just and proper and in accordance with law.

Dated, April 23, 1903.

JNO. JENSWOLD, JR.,
Attorney for Complainants,
No. 307 Palladio Bldg., Duluth, Minn.

L. R. MARTIN,
MARTIN BROS.,
Complainants.

State of Minnesota, County of St. Louis—ss.

L. R. Martin and George W. Martin, being each duly sworn, doth each for himself say that he has read the foregoing complaint and knows the contents thereof, and that the facts therein stated are true as he verily believes.

L. R. MARTIN,
GEO. W. MARTIN,

Subscribed and sworn to before me this 23rd day of April, 1903.

JNO. JENSWOLD, JR.,
Notary Public, St. Louis Co., Minn.

Notice was at once served on the railroad companies to satisfy their complaint, or file answer, as follows:

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION.

L. R. Martin and Martin Brothers, Complainants, vs. The Minnesota & North Wisconsin Railroad Company, Defendant.

To the Minnesota & North Wisconsin Railroad Company, Defendant:

IT IS ORDERED, that you satisfy the complaint of L. R. Martin and Martin Brothers, which is hereto annexed and a copy thereof herewith served upon you, or answer the same in writing within ten (10) days from the date of the service of this order and complaint upon you, by filing your answer with the Railroad and Warehouse Commission of the State of Minnesota, at their office, 612 Endicott Building, St. Paul, Minnesota, and serving a copy

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thereof on the complainant's attorney, John Jenswold, Jr., 307 Palladis Building, Duluth, Minnesota.

St. Paul, Minn., April 27th, 1903.

By the Commission,

(SEAL.)

A. C. CLAUSEN,
Secretary.

Answer was filed by the railroad companies on May 7th, 1903, and on May 27th a hearing was ordered to take place at the office of the Commission, June 12th, which was adjourned till June 17th, at the request of complainants.

On the 17th the hearing was held, as ordered, all parties interested being present, and after testimony was taken the matter was taken under advisement by the Commission.

On July 6th, 1903, a conference was held between representatives of the railroad company and the Commission, at which the company agreed to settle the matter upon the basis of rates in existence prior to the advance of said rates, and further agreed that all charges in excess of the rates in existence prior to said advance should be refunded to complainants on presentation of their claims, and any lumber or material now in possession of said complainants and ready for shipment to be transported also on the basis of the old rates.

This agreement was satisfactory to the Commission and accepted by the complainants without necessitating an order in the premises.

APPLICATION OF THE MINNESOTA & NORTH WISCONSIN RAILROAD FOR PERMISSION TO INCREASE ITS RATES ON LUMBER AND LUMBER PRODUCTS.

On July 6, 1903, application was received from The Minnesota and North Wisconsin Railway Company for permission to increase its rates on lumber and lumber products:—

(1st) Lumber, lath, shingles, telegraph poles, posts and paving blocks; (2nd) on spruce wood and pulp wood, between stations on its line of railroad, and on the same date the following order for hearing was served on all parties interested, to take place at the office of the Commission on August 13th, 1903.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION.

In the matter of the application of the Minnesota & North Wisconsin Railroad Company to advance rates on Lumber, Lath, Shingles, Telegraph Poles, Posts and Paving Blocks, also on Spruce Wood and Pulp Wood.

The above named railroad company having made application for permission to increase its rates on lumber and lumber products as above enumerated, between stations on its line of railway,

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IT IS ORDERED, that said application be heard at the office of the Railroad and Warehouse Commission, 612 Endicott Building, in the City of St. Paul, State of Minnesota, on Thursday, August 13th, 1903, at 10 o'clock in the forenoon, and that notice of such hearing be given all interested shippers by one publication of this order not less than one week before the date herein fixed for the hearing, in the St. Paul Pioneer Press and the Duluth News Tribune.

Dated, St. Paul, Minnesota, July 6th, 1903.

By the Commission,

(SEAL.)

A. C. CLAUSEN.
Secretary.

On August 13th an informal discussion was held, but owing to certain other interested parties being absent, who desired to be heard, the meeting was adjourned till Monday, August 17th, at 10 A. M., at the same place.

On August 17th the adjourned meeting took place at which both shippers and railroad representatives were present. Evidence was submitted on both sides which was taken by official stenographer, and after considerable discussion and argument the representatives of the railroad companies and the shippers, at their own request, desired to have a conference between themselves, with a view to harmonizing their differences, which was acceptable to the Commission, and hearing was adjourned till August 31, 1903, at 10 A. M., at the same place.

On August 31st, at request of parties interested, the hearing set for this date was postponed till Sept. 10th, at 10 A. M. On Sept. 10th, the adjourned meeting took place and after considerable discussion was continued till Monday, September 14th.

On September 14th the meeting was again, at the request of all parties interested, adjourned till September 28th, at which time notices were received from shippers, and confirmed by the railroad company, that a satisfactory agreement had been reached with reference to the rates on lumber and lumber products. The Secretary was instructed to notify all parties that a further hearing would be held to finally dispose of the matter, and the date was fixed for October 9th, at the office of the Commission.

On October 9th all parties interested appeared before the Commission, and a schedule of rates which had been prepared and agreed upon by the company and the shippers, was submitted to the Commission, and on examination the same were found reasonable, and being satisfactory to all parties interested, were accepted by the Commission, and the Minnesota & North Wisconsin Railway Company were granted the permission sought for, and authorized to put the rates into effect.

The following are the schedules of rates agreed upon:

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LUMBER, LATH, SHINGLES, TELEGRAPH POLES, WOOD POSTS AND PAVING BLOCKS.

Minimum Weight, 24,000 pounds.

NORTH AND SOUTH BOUND.

	In cts. per 100 lbs.		In cts. per 100 lbs.
5 miles or less .....	.3	35 miles or less .....	.4%
10 miles or less .....	.3	40 miles or less .....	.5
15 miles or less .....	.3½	45 miles or less .....	.6
20 miles or less .....	.3½	50 miles or less .....	.6
25 miles or less .....	.4	55 miles or less .....	.6
30 miles or less .....	.4	60 miles or less .....	.6

SPRUCE WOOD.

Minimum Weight, 40,000 pounds.

Miles.	In cts. per 100 lbs.	Miles.	In cts. per 100 lbs.
5 .....	.2	30 .....	.8.2
10 .....	.2	35 .....	.8.5
15 .....	.2	40 .....	.8.5
20 .....	.2.3	45 .....	.8.5
25 .....	.2.5	When exact distance is not given, use next greater distance.	

APPLICATIONS TO INCREASE RATES.

Minneapolis & St. Louis Railroad application to increase soft coal rates:

On July 19th, 1902, the above named company reduced its rates on soft coal from Duluth and other Lake Superior points to points on its line within the State of Minnesota in order to meet similar reductions made by competing and connecting carriers from the Iowa and Illinois mines into their territory.

These reduced rates were considered non-compensatory, and the company appealed to the Commission for permission to advance these rates, which was granted after a hearing, in accordance with the following order:

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION.

In the matter of the application of the Minneapolis & St. Louis Railroad Company to advance the rates on Soft Coal.

The above named railroad company having made application to increase the rates on soft coal from Duluth to stations between St. Louis Park and Albert Lea on the Albert Lea Division, and the stations of Twin Lakes and Emmons on the Southern Division, and stations between Minnetonka Mills and Morton on the Western Division, and between Redwood and Echo on the Pacific Division, and Lafayette and Dunnell on the Southwestern Division,

IT IS ORDERED, that said application be heard at the office of the Rail-

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road and Warehouse Commission, 612 Endicott Building, in the City of St Paul, State of Minnesota, on Thursday, April 2d, 1903, at 10 o'clock in the forenoon, and that notice of such hearing be given all interested shipper by one publication of this order, not less than one week before the date herein fixed for the hearing, in the St. Paul Pioneer Press, the St. Paul Dispatch, the Minneapolis Tribune and the Minneapolis Journal.

Dated, St. Paul, Minnesota, March 16th, 1903.

By the Commission,

(SEAL.)

A. C. CLAUSEN,
Secretary.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION.

In the matter of the application of the Minneapolis & St. Louis Railroad Company for permission to advance the rate on Soft Coal from Duluth to points in Minnesota.

Notice of hearing of the above application having been given as require by the order of the Commission dated March 16th, 1903, and the company having appeared at the time and place fixed in said order, by its attorney A. E. Clarke, and its general traffic manger, W. M. Hopkins, the Commission heard the evidence and arguments, and being advised in the premises,

IT IS ORDERED, that the application be and the some hereby is granted. The Commission having now under consideration the rate on lumber and coal throughout the state, nothing in this order shall be construed as in any way binding the Commission to permit the maintenance of the rate hereby allowed, providing on said investigation, or any other investigation of the reasonableness of the rates on coal, the Commissioners shall determine that a lower rate is reasonable. The existing rate having been put in as an emergency rate, an advance is allowed to apply during the general investigation hereinbefore referred to.

Dated, April 20th, 1903.

By the Commission,

(SEAL.)

A. C. CLAUSEN,
Secretary.

SOFT COAL RATES

From Duluth to—	Present Rate Per Ton	Proposed Rate Per Ton	From Duluth to—	Present Rate Per Ton	Proposed Rate Per Ton
St. Louis Park.....	\$1.25	.....	Waconia	1.75	1.51
Hopkins	1.25	\$1.32	Young America	1.75	1.56
Eden Prairie	1.35	1.50	Hamburg	1.75	1.62
Chaska	1.35	1.50	Norwood	1.75	1.57
Carver	1.35	1.50	Green Isle	1.75	1.63
Merriam Junction.....	1.35	1.50	Arlington	1.75	1.68
Jordan	1.35	1.56	Gaylord	1.75	1.75
Helena	1.35	1.50	Winthrop	1.75	1.80
New Prague	1.35	1.50	Gibbon	1.95	1.87
Montgomery	1.35	1.50	Fairfax	2.06	1.96
Mulford	1.35	1.50	Franklin	2.15	2.01
Kilkenny	1.35	1.50	Morton	2.25	2.06
Waterville	1.35	1.50	Redwood	2.25	2.11
Waseca	1.35	1.50	Delhi	2.25	2.15
Otisco	1.35	1.50	Belview	2.25	2.21
New Richland	1.35	1.50	Echo	2.25	2.23
Hartland	1.35	1.50	La Fayette	1.75	1.85
Manchester	1.35	1.50	Klossner	1.75	1.90
Albert Lea	1.35	1.50	New Ulm	1.75	1.90
Twin Lakes	1.45	1.65	Searles	1.75	1.90
Emmons	1.50	1.65	Hanska	1.75	1.95
Minnetonka Mills	1.50	1.35	La Salle	1.75	2.00
Deephaven	1.50	1.38	St. James	1.75	2.00
Cottagewood	1.50	.....	Echols	1.75	2.00
Fairview	1.50	.....	Ormsby	1.75	2.00
Solberg Point	1.50	.....	Monterey	1.75	2.00
Excelsior	1.50	1.40	Sherburne	1.75	2.00
Tonka Bay	1.50	Dunnell	1.75	2.00
Victoria	1.65			

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CHICAGO, MILWAUKEE & ST. PAUL RAILWAY APPLICATION TO INCREASE SOFT COAL RATES.

The above named company made application to the Commission for permission to increase its soft coal rates to certain points contiguous to the Minneapolis & St. Louis Railroad, which were recently advanced by order of the Commission.

The Milwaukee soft coal rates were reduced at the same time as the Minneapolis & St. Louis rates from Duluth in order to meet the reduced rates from the mines in Illinois and Iowa, and the company now appeals to the Commission for permission to advance these rates, which was granted after hearing, as per the following order:

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY Co.

Rates—Soft Coal.

Minneapolis, Minn., May 22d, 1903.

Minnesota State Railroad and Warehouse Commission, St. Paul, Minn.:

Gentlemen:—On account of changes in the rates on soft coal from Duluth to certain points in Minnesota, on Minneapolis & St. Louis R. R., as authorized by your Honorable Body, this company will find it necessary to arrange corresponding basis to certain points contiguous to the M. & St. L.

The proposed changes are as follows:

On soft coal from	Proposed Rate per Ton.	Present. Rate per Ton.	On soft coal from	Proposed Rate per Ton.	Present. Rate per Ton.
Duluth to			Duluth to		
Delevan	\$1.85	\$1.75	Augusta	1.50	1.75
Winnebago City	2.00	1.75	Benton Jct.	1.50	1.40
Huntley	2.00	1.75	Vermillion	1.40	1.40
Granada	2.00	1.75	Lakeville	1.40	1.40
Fairmont	2.00	1.75	Prior Lake	1.40	1.40
Welcome	2.00	1.75	Grainwood	1.40	1.40
Sherburn	2.00	1.75	Shakopee	1.40	1.40
Alpha	2.05	1.85	Chaska	1.50	1.45
Jackson	2.10	2.10	Carver	1.50	1.45
Lakefield	2.20	2.15	Dahlgren	1.50	1.50
Okabena	2.25	2.25	Cologne	1.51	1.71
Prairie Jct.	2.30	2.25	Norwood	1.57	1.80
Kinbrae	2.35	2.25	Plato	1.63	2.00
Fulda	2.40	2.25	Glencoe	1.75	2.10
Iona Lake	2.40	2.25	Biscay	2.00	2.20
Chandler	2.40	2.25	Hutchinson	2.20	2.20
Edgerton	2.40	2.25	Sumter	1.85	2.25
Hatfield	2.40	2.25	Brownston	1.90	2.25
Pipestone	2.40	2.25	Stewart	1.95	2.25
Airle	2.40	2.25	Buffalo Lake	2.00	2.25
Hopkins	1.32	1.25	Hector	2.05	2.25
Minnetonka	1.38	1.25	Olivia	2.15	2.25
Chanhasen	1.50	1.50	Renville	2.20	2.25

This company respectfully begs leave to publish the above figures to apply on soft coal from Duluth to points mentioned on shipments handled locally within the state.

You will observe that in some cases reductions are effected, in others no changes are made and in others slight advances are brought about.

Your early reply will be appreciated.

Yours truly,

J. T. CONLEY,
Asst. General Freight Agent.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION.

In the matter of the application of the Chicago, Milwaukee & St. Paul Railway Company to advance the rates on Soft Coal.

The above named railway company having made application to increase the rates on soft coal from Duluth to stations on the Southern Minnesota Division between Delaven and Airlie and from Duluth to stations on the Hastings and Dakota Division from Hopkins to Renville,

IT IS ORDERED, that said application be heard at the office of the Railroad and Warehouse Commission, 612 Endicott Building, in the City of St. Paul, State of Minnesota, on Monday, the 8th day of June, A. D. 1903, at 10 o'clock in the forenoon, and that notice of such hearing be given all interested shippers by one publication of this order, not less than one week before the date herein fixed for hearing, in the St. Paul Pioneer Press, the St. Paul Dispatch, the Minneapolis Tribune and the Minneapolis Journal.

Dated, St. Paul, Minnesota, May 25th, 1903.

By the Commission,

(SEAL.)

A. C. CLAUSEN,
Secretary.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION.

In the matter of the application of the Chicago, Milwaukee & St. Paul Railway Company to advance rates on Soft Coal.

Notice of hearing of the above application having been published as required by the order of the Commission, dated May 25th, 1903, and the company having appeared at the time and place fixed in said order, by its assistant general freight agent, J. T. Conley, the Commission heard the evidence and arguments, and being advised in the premises,

IT IS ORDERED, that the application be and the same hereby is granted. The Commission having now under consideration the rate on lumber and coal throughout the state, nothing in this order shall be construed as in any way binding the Commission to permit the maintenance of the rate hereby allowed, providing on said investigation, or any other investigation of the reasonableness of the rates on coal, the Commissioners shall determine that a lower rate is reasonable. The existing rate having been put in as an emergency rate, an advance is allowed to apply during the general investigation hereinbefore referred to.

Dated, June 10th, 1903.

By the Commission,

(SEAL.)

A. C. CLAUSEN,
Secretary.

APPLICATION OF THE MINNEAPOLIS & ST. LOUIS RAILROAD FOR PERMISSION TO INCREASE ITS HARD COAL RATES FROM DULUTH TO POINTS ON ITS LINE OF RAILROAD.

On September 24th, 1903, an application was received from the Minneapolis & St. Louis Railroad Co., requesting permission to readjust its rates on the hard coal shipped from Duluth to points on its western division.

The rates on this division were not taken into consideration at the time of the recent agreement made with other Minnesota

railways regarding new schedules of rates on hard coal, which became effective September 10th, and the application above referred to is made, so that this company might enjoy the same rates on the same class of traffic, in the same territory as is enjoyed by their competitors.

The Commission ordered a hearing to be held at its offices on Friday morning, October 9th, 1903, and advised by letter all dealers in coal to this effect, on the line of the western division of the Minneapolis & St. Louis Railroad. On October 9th the hearing was held as ordered, the railroad company being represented by its general freight agent. Three letters and one petition were received objecting to a change, and no one was present to represent the objectors, except Mr. A. W. Sternke, of Gaylord, Minn. Notes of the proceeding were taken by official stenographer and are on file with the record in this case.

On October 12th the Commission made the following findings and order for new rates, which became effective on October 26th, 1903.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION.

In the matter of the application of the Minneapolis & St. Louis Railroad Company for permission to advance the rates on hard coal at certain stations as established by the order of this Commission dated January 19th, 1899, and to lower the rates at certain other stations fixed by the same order, and to have the Commission establish rates at certain stations on said line not included in the order above mentioned.

The matter came on for hearing at the office of the Commission on Friday, October 9th, 1903, at 10 o'clock A. M. Testimony was taken by Mr. L. M. Powers—transcript ordered. Mr. W. M. Hopkins appeared in behalf of the Company. Mr. A. W. Sternke appeared in behalf of the citizens of Gaylord, and was the only representative present out of fifty-three notices sent from this office to coal dealers at the stations interested. The Commission also received two letters and one petition, which was all the opposition offered to the application.

After hearing the testimony, the Commission find that the schedule of rates fixed by the Commission in the recent coal rate investigation as the maximum rates on other lines than the Minneapolis & St. Louis Railroad, and particularly the Chicago & Northwestern, the Chicago, Milwaukee & St. Paul and the Chicago, St. Paul, Minneapolis & Omaha Railways which parallel this line on the North and South, establishes a schedule of rates on these lines considerably higher than the rates established under the order of the Commission made January 19th, 1899, fixing the rates to certain stations on the Minneapolis & St. Louis Railroad which are in competition with stations on other lines above mentioned.

We find further, that the rates established by the order referred to on the Minneapolis & St. Louis Railroad are now and have been in effect for some time past. Furthermore, Mr. Hopkins, who appeared for the road guaranteed to protect all shipments made since the same became effective.

With a view of giving the Minneapolis & St. Louis Railroad Company a schedule of rates in harmony with those fixed on other lines by this Com-

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mission recently, the following schedule is hereby ordered as the maximum joint rates to be charged by the Minneapolis & St. Louis Railroad Company on carload shipments of hard coal from Duluth to the stations hereafter designated, viz.:

	Rate per ton, 2,000 lbs.
Eden Prairie	\$1.75
Chaska	1.75
Carver	1.75
Merriam	1.85
Jordan	1.95
Helena	1.95
New Prague	2.05
Montgomery	2.15
Twin Lakes	2.25
Minnetonka Mills	1.75
Deephaven	1.75
Excelsior	1.75
Victoria	1.75
Waconia	1.80
Young America	1.85
Norwood	1.90
Hamburg	2.00
Green Isle	2.00
Arlington	2.10
Gaylord	2.20
Winthrop	2.25
Gibbon	2.25
Fairfax	2.25
Franklin	2.25
Morton	2.25
Renwood	2.25
Delhi	2.25
Belview	2.25
Echo	2.25
Wood Lake	2.25
Hanley Falls	2.25
Hazel Run	2.25
Clarkfield	2.30
Boyd	2.35
Dawson	2.35
Madison	2.35
Marietta	2.45
La Fayette	2.25
Klossner	2.25
New Ulm	2.25
Searles	2.25
Hanska	2.25
La Salle	2.25
St. James	2.25
Echols	2.25
Ormsby	2.25
Monterey	2.25
Sherburne	2.25

The above rates to become effective October 26, 1903.

Dated: St. Paul, Minn., October 12th, 1903.

By Order of the Commission,

(Seal)

A. C. CLAUSEN.

Secretary.

NORTHERN PACIFIC RAILWAY APPLICATION TO INCREASE RATES ON LIVE STOCK FROM ANOKA AND ELK RIVER TO DULUTH.

On February 4th, 1903, the above named company made application to the Commission for permission to increase the rates on live stock from Anoka and Elk River to Duluth, on the grounds that on the completion of the Great Northern branch between St. Paul and Duluth via Coon Creek and Brook Park, Anoka and Elk

River were no longer intermediate on the direct line to Duluth, and consequently should take higher rates than St. Paul or Minneapolis. Notice of hearing was issued as follows:

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF MINNESOTA.

In the matter of the application of the Northern Pacific Railway Company to increase rates on live stock from Anoka and Elk River to Duluth.

The Northern Pacific Railway Company having made application to the Railroad and Warehouse Commission to raise the rate on horses, mules, cattle, hogs and sheep between the stations of Elk River, Anoka and Duluth,

IT IS ORDERED, that said application be heard at the office of the Commission, 612 Endicott Building, St. Paul, Minnesota, April 15th, A. D. 1903, at 10 o'clock in the forenoon, and that notice of such hearing be given shippers and the company by mailing a copy of the order to all shippers of live stock from the stations named and to the Second Vice-President of the company.

Dated, St. Paul, April 2d, 1903.

By the Commission,

(Seal)

A. C. CLAUSEN,
Secretary.

After the hearing the Commission decided, on careful consideration, that the towns of Anoka and Elk River should enjoy the same rates as St. Paul and Minneapolis, and denied the application of the company.

The following letter was sent to the second vice-president of the company, and instructions were at once issued by the company covering the points in question, which obviated the necessity of an order.

St. Paul, Minn., June 8th., 1903.

J. M. Hannaford, Esq., Second Vice-President N. P. Ry. Co., City:

Dear Sir:—In the matter of the application of your company for permission to increase the rates on live stock from Anoka and Elk River to Duluth,

The Commission desire me to advise that having had the same under careful consideration, they feel that the shippers from these points are entitled to the same rates as apply from St. Paul.

They express the hope that you will take prompt action looking to the withdrawal of the existing rates, and the substitution of St. Paul rates from said points, and thus obviate the necessity of an order in the premises.

Yours truly,

A. C. CLAUSEN,
Secretary.

NORTHERN PACIFIC TRAIN SERVICE BETWEEN THE TWIN CITIES AND DULUTH, INCLUDING THE INTERMEDIATE STATIONS OF TWENTIETH AVENUE AND WEST DULUTH.

On May 29th, 1903, the Supreme Court of this state rendered its decision sustaining the order of the Commission to compel the Northern Pacific Railway Company to re-open its Twentieth Avenue station in Duluth, Minnesota (the full text of which appears in another portion of this volume under "Supreme Court Decisions," and the order of the Commission on page 52 in our Annual Report for 1902).

At the time of the consolidation of the St. Paul & Duluth Railroad with the Northern Pacific Railway, the latter company entered into an agreement with the state, whereby it bound itself to maintain and operate the old St. Paul & Duluth Railroad in the same way and to give the same service that said company furnished before the consolidation (see page 44, Annual Report for 1900).

Regarding the routing of the train service, the Supreme Court decided that since the Northern Pacific Railway ran its trains via West Superior as a strict matter of right, without first making application to the Commission for a reasonable adjustment, the decision of the lower court was correct in ordering the original system of train service to be reinstated as it was at the time the Northern Pacific Railway took possession of the St. Paul & Duluth Railroad.

During the spring of the present year, and pending the decision of the Supreme Court, petitions were received from the citizens of West Duluth and Duluth proper, praying the Commission to adhere to its former order made against the Northern Pacific Railway, directing it to run its trains over the old St. Paul & Duluth Railroad, wholly in the State of Minnesota.

On June 25th, 1903, after the decision of the Supreme Court, the Northern Pacific Railway petitioned the Commission to be allowed to continue to run its through trains by way of West Superior.

A hearing was ordered by the Commission, and all parties interested notified, which was held at the Spalding Hotel, Duluth, on August 11th, 1903. About eighty citizens of Duluth, West Duluth and Twentieth Avenue were present besides the Commission and representatives of the railway company.

After hearing the views of the citizens of the above named places, the following proposition was made by the attorney of the railway company, viz.: trains leaving St. Paul and Duluth in the morning to pass over old St. Paul & Duluth line, the limited and night trains from the above named places to go over the Northern Pacific tracks to and from Carlton via West Superior, stopping at West Duluth and Twentieth Avenue, which will have the effect of these two stations being served by all passenger trains.

This proposition was confirmed by the general manager, who was present, who further stated that they would re-establish the old St. Paul and Duluth service at Twentieth Avenue and West Duluth as in former times, whatever that may have been. This announcement was received and accepted by the petitioners present as a very satisfactory solution of the difficulty.

The matter was taken under advisement by the Commission, and on September 3rd, 1903, the following order was served on the Northern Pacific Railway, which was concurred in by the Attorney General, and which finally disposes of the case:

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF MINNESOTA.

In the matter of the application of the Northern Pacific Railway Company for an order authorizing it to run certain of its trains between St. Paul and Duluth by way of West Superior.

The petition of the Northern Pacific Railway Company in the above entitled proceeding having been filed with this Commission, after due notice, a hearing was had there on at the Spalding Hotel, in Duluth, on the 11th day of August, 1903, at ten o'clock, said railway company being represented by its general manager and counsel, and the patrons of said road in and about the City of Duluth and the vicinity being present at said hearing; after hearing said railway company and the parties interested, and it appearing that the manner of operating the trains hereinafter provided for will be satisfactory both to said railway company and to all the parties present, and it further appearing that said method of operating trains will give reasonable and adequate service to all the passenger business along the line of the former St. Paul & Duluth Railroad Company in the State of Minnesota, and at the same time provide a means of accommodating the passenger traffic to and from West Superior on said trains.

NOW, THEREFORE, said Northern Pacific Railway Company, the petitioner herein, is hereby authorized and allowed until the further order of this Commission to run its through passenger trains between St. Paul and Duluth over the following routes:

The train leaving St. Paul for Duluth and another train leaving Duluth for St. Paul the morning of each week day shall run between St. Paul and the Duluth Union Depot the entire distance by way of the main line of the former St. Paul & Duluth Railroad Company; which line is wholly within the State of Minnesota.

The two trains from St. Paul to Duluth, one leaving St. Paul early in the afternoon and one late at night, shall run over the old St. Paul & Duluth line to Carlton; thence over the line of the Northern Pacific Railway Company

from Carlton to West Superior by way of South Superior; thence from West Superior across Grassy Point bridge to the main line of the former St. Paul & Duluth Railroad Company near West Duluth; thence over the main line of the former St. Paul & Duluth Railroad Company to the Union Depot in Duluth, and the two trains leaving Duluth for St. Paul, one leaving Duluth early in the afternoon and one late in the evening of each day shall run over the same route in the opposite directions of said last-mentioned trains.

IT IS ORDERED FURTHER, that all of said trains shall stop at what is known as Fifty-fifth Avenue Station at West Duluth, on the old main line of the St. Paul & Duluth Railroad Company, and that the Twentieth Avenue Station in Duluth shall have the same passenger facilities as it had at the time the St. Paul & Railroad Company sold out to the Northern Pacific Railway Company in June, 1900.

ORDERED FURTHER, that the Northern Pacific Railway Company is hereby authorized to discontinue the station in Duluth known as Fifty-ninth Avenue Station, on its line between West Superior and West Duluth, for the reason that it appears that the public at West Duluth will be amply accommodated by the station at Fifty-fifth avenue hereinbefore provided for.

The Commission reserves the right to modify or revoke this order so far as it applies to the method, plan or route of operating trains whenever it shall deem it best to do so.

And the Northern Pacific Railway Company, in consideration thereof and by the acceptance of this order, hereby agrees to treat all passenger traffic between St. Paul and other stations upon said line, situated in Minnesota and Duluth, as State traffic, without regard to which train is involved.

It is not the intention of the Commission to in any way modify or interfere with the decision of the Supreme Court in the case of the State ex rel the Railroad and Warehouse Commission against the Northern Pacific Railway Company filed May 29th, 1903, but this order is made pursuant to the suggestions of said decision.

(Seal)

By the Commission,

A. C. CLAUSEN,
Secretary.

Dated, Sept. 3d, 1903.

BLUFFTON DEPOT CASE.

In our last report for the year 1902, on page 59, it is shown that the Northern Pacific Railway Company failed to comply with the order of the Commission to restore Bluffton depot, and that proceedings had been instituted through the courts to compel the company to comply with said order.

The decision of the lower court sustained the order of the Commission, and directed that a writ of mandamus issue, requiring said company to erect the station at Bluffton, and from this decision an appeal was taken by the railway company to the Supreme Court of this state, with the result that the decision of the lower court and the order of the Commission were sustained.

Following this decision, the company took the necessary steps to comply with the order, and the station is now restored to its former status.

The decision of the Supreme Court will be found in this report under the heading "Decisions of the Supreme Court."

DUGDALE DEPOT CASE.

In October, 1901, the Commission received two petitions from citizens of Dugdale and vicinity, requesting that action be taken towards securing for them a depot at Dugdale, on the line of the Great Northern Railway.

On account of the small business done at Dugdale the company did not feel that they were warranted in putting up the building, and advised the Commission that they had under consideration with the Northern Pacific Railway a proposition to jointly establish a depot and agent at the junction of the respective railways, which joint depot was built in the fall of 1902 at said junction and called Tilden, which is about one and one-eighth miles west of Dugdale.

On August 5th, 1903, a formal complaint was received from O. H. Camp, in behalf of citizens of Dugdale, claiming that the Great Northern Railway since the erection of the joint depot at Tilden had neglected and refused to stop its freight and passenger trains at Dugdale, and requesting the Commission to issue an order on the Great Northern Company to re-establish the said station, to stop all trains passing over that line, and to construct a suitable depot.

The following is a copy of the complaint and the order of the Commission to the railroad company to satisfy the complaint or answer in writing within twenty days.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION.

O. H. Camp in his own behalf and in behalf of all other citizens and owners of real estate at Dugdale, or Albert Station, Polk County, Minn., against the Great Northern Railway Company and the Saint Paul, Minneapolis & Manitoba Railway Company.

The complainant for complaint herein respectfully shows:

That the Saint Paul, Minneapolis & Manitoba Railway was originally constructed about twelve years ago through the Township of Tilden, Polk County, being township 149 of range 44. That at that time there was established a highway on the section line between sections 23 and 26 in said town, in an easterly direction, and said highway has ever since remained, except as the same has been occupied by the defendant as hereinafter stated. That in the spring of 1899 the location of the said railroad was changed at said point. That at the time of the said change the officers of the Saint Paul, Minneapolis & Manitoba Railway Company represented that they intended to establish a station on the north line of the northwest quarter of section 26 in said town, and in consideration of the said representations and in reliance thereon the authorities in said town permitted the defendant to locate its railway track and side tracks on the north side of said quarter section upon the ground already occupied by the public highway at said point, and con-

sented to use the abandoned grade of the defendant about ten rods southerly, in place of the said highway. That the officers of the defendant represented to this complainant and the other citizens of the said place that they proposed to establish side tracks for elevators and switches, and a station, and to stop their passenger and freight trains at said place and maintain a regular station at said point, and in reliance upon these representations and in consideration thereof this complainant and Charles Oehler, Camp & Riche, Gilbert Ness, I. E. Crain and others purchased property at said station and made extensive and valuable improvements and established a town at said point. That the complainant has paid out to the defendant, the Saint Paul, Minneapolis & Manitoba Railway Company, \$100 for land, and put up buildings to the extent of \$1,500. That Camp & Riche have paid \$50 for land and spent \$2,000 for store building and barn at said place. That G. Ness has purchased real estate at said point for \$1,000, and has a restaurant and dwelling house and blacksmith shop thereon. That I. E. Crain has purchased \$225 worth of land at said point and spent \$850 in buildings. That most of the lands occupied by buildings at said point have been purchased from the defendants. That the Saint Paul, Minneapolis & Manitoba Railway Company laid out the land in the vicinity of said proposed station into lots and subdivided the same, and the purchasers, including this complainant, purchased the lots upon the strength of the representation that the said station would be established and maintained. That this complainant attaches to this complaint the original deed and plat received by him from the defendant, the Saint Paul, Minneapolis & Manitoba Railway Company, for said lot. That the Saint Paul, Minneapolis & Manitoba Railway Company constructed the line of railway through the said town for the purpose of leasing the same to the defendant, the Great Northern Railway Company, to be operated by it, and the Great Northern Railway Company was at all time associated with the Saint Paul, Minneapolis & Manitoba Railway Company in said matter, and its officers and agents were active in making said representations upon which the complainant and the others at said point were induced to purchase their lots and establish a town at said point. That immediately after said representations the defendant changed the said track at said town to the section line aforesaid, and built sidetracks and a station platform. That thereupon the defendants established a station at said point and continued to stop its freight and passenger trains at said platform up to on or about the first day of December, 1902. That about said date the defendant joined with the Northern Pacific Railway Company and established a union station at Tilden, $1\frac{1}{2}$ miles west of said station, where the lines of the railroads intersect, and since the erection of a depot at said railroad crossing the defendants have continually neglected and refused to stop its freight and passenger trains at said station of Dugdale. That there is at said station of Dugdale a considerable business. That the defendant maintains a water tank at said point and there is a large grain elevator located there for sidetrack facilities. That this complainant has, in addition to his lot, a store building costing \$1,500, a dwelling house, and a large general store building, with the postoffice therein. That Camp & Riche have also established a hardware store at said point and built a building costing \$2,000, and have a good business. That there is at said point a restaurant, blacksmith shop, livery, furniture store and hotel. That the said town of Dugdale is located upon a high gravel ridge and is a very suitable and desirable place for a town. That the intersection of the Northern Pacific Railway and the defendant's line is one and one-eighth miles west, and is located in a low and swampy place, where, in the spring of the year and in time of heavy rains, the ground is usually under water.

That to permit the defendant to abandon the said place as a station and to refuse to stop its trains at said point would inflict serious loss and injury to the complainant and the other citizens of Dugdale. That this complainant and all other citizens of said place have invested many thousands of dollars in business houses and dwellings at said point and have established a good business, but they would be greatly injured if they cannot have restored to them the said railway station or stopping place. That to permit the said railway company to abandon the said station would be to enable them to perpetrate a very great wrong upon these complainants, who have been induced to

build by the action and conduct of these defendants and the promises that a station would be permanently established; and this complainant and his associates have no adequate remedy in the premises.

Wherefore this complainant respectfully asks that this Commission issue an order requiring the defendant to re-establish the said station and to require all its trains passing over the line at said point to stop at said place, and to construct a suitable station building at said point.

August 1st, 1903.

O. H. CAMP,
Complainant.

State of Minnesota, County of Polk—ss.

O. H. Camp, being first duly sworn, upon his oath deposes and says that he is a resident of Dugdale, Polk County, Minn., and that he is the complainant in this complaint, and has read the foregoing complaint, and knows its contents, and that the same is true of his own knowledge, except as to matters therein stated on information and belief, and as to those matters he believes it to be true.

Subscribed and sworn to before me this 5th day of August, 1903.

(Seal)

O. H. CAMP.
E. E. ABBOTT,
Notary Public, Polk County, Minn

(Copy.)

THIS INDENTURE, made this twentieth day of October, in the year of our Lord one thousand eight hundred and ninety-nine, between the SAINT PAUL, MINNEAPOLIS & MANITOBA RAILWAY COMPANY, a corporation, party of the first part, and O. H. Camp and Charles Oehler, of Polk County and State of Minnesota, parties of the second part.

WITNESSETH, that the said party of the first part, in consideration of the sum of one hundred (100) dollars, to it in hand paid by the said parties of the second part, the receipt whereof is hereby acknowledged, does by these presents Grant, Bargain, Sell and Convey to the said parties of the second part, their heirs and assigns, FOREVER, all the following piece or parcel of land lying and being in the County of Polk, and State of Minnesota, described as follows, to-wit:

Beginning at a point in the east line of the northwest quarter of northwest quarter (nw¼ of nw¼) of Section Twenty-six (26), Township One Hundred Forty-nine (149) North, Range Forty-four (44) West, which point is Two Hundred Sixty-six (266) feet south of the center line of the main track of said first party's railway as now located and constructed; thence running westerly, parallel with said center line and two hundred sixty-six (266) feet therefrom a distance of four hundred twelve (412) feet to a point; thence running southerly in a straight line a distance of one hundred sixty-one (161) feet to a point; thence running easterly in a straight line at right angles to last course a distance of four hundred forty-four (444) feet to the east line of said northwest quarter of northwest quarter (nw¼ of nw¼) of said Section Twenty-six (26), township and range aforesaid; thence north on said east line two hundred twenty-seven (227) feet to the place of beginning.

TO HAVE AND TO HOLD, the above described premises, together with all and singular the hereditaments and appurtenances thereunto belonging, or in any wise appertaining to the said parties of the second part, their heirs and assigns, FOREVER.

IN TESTIMONY WHEREOF, the said party of the first part has caused its corporate seal to be hereunto affixed, and these presents to be signed by its president and secretary the day and year first above written.

THE SAINT PAUL, MINNEAPOLIS & MANITOBA
RAILWAY COMPANY.

By Samuel Hill, President.

Attest: E. SAWYER, Secretary.

In Presence of
MACY NICHOLSON,
W. I. KENNA,

STATE OF MINNESOTA.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION.

O. H. Camp in his own behalf, and in behalf of all other citizens and owners of real estate at Dugdale, or Albert Station, Polk County, Minn., against the Great Northern Railway Company, and the Saint Paul, Minneapolis and Manitoba Railway Company.

It is ordered, that the Great Northern Railway Company satisfy the complaint of O. H. Camp et al. a copy of which is hereby annexed and herewith served, within twenty (20) days after the service thereof, exclusive of the day of such service, or file its answer with the Railroad and Warehouse Commission, at its office in the city of St. Paul, and mail a copy thereof to the complainant at Dugdale, Minnesota. Dated St. Paul, Minn., August 10th, 1903.

By the Commission,

A. C. CLAUSEN.
Secretary.

(Seal)

On August 19th, 1903, the company filed its answer in writing, after which the Commission ordered a hearing to be held at Crookston, Minn., on September 29th, 1903.

On September 29th the hearing was held at the Hotel Crookston, all parties being represented, and testimony taken by official stenographer.

The railway company proposed at the hearing to give the people of Dugdale the service of the day passenger trains, Nos. 13 and 14, and make it a flag station, and to change the name of the station at the crossing, now called Tilden, to Dugdale, and to continue the service of car load shipments at Dugdale the same as formerly, and to permit the citizens of the village of Dugdale to string wire on telegraph poles between the village and station at the crossing for the purpose of maintaining telephone service between depot and village.

The proposition seemed to the Commission a fair one, which would give the people of Dugdale better service than they formerly had enjoyed, by reason of the fact that a day and night operator is maintained at the station at the crossing. The proposition was accepted by all parties as an adjustment of the question contained in the petition, which obviated the necessity of a formal order in the premises.

H. M. BABCOCK VS. CHICAGO, MILWAUKEE & ST. PAUL RAILWAY CO.

This is an application by H. M. Babcock to fix the location, terms and conditions upon which the Chicago, Milwaukee & St. Paul Railway Company shall be required to locate, build, maintain and operate a sidetrack to applicant's elevator at the station of Le Sueur Center, in the County of Le Sueur, Minnesota, said elevator being located on land adjacent to the right of way of said railway company.

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TO THE HONORABLE, THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF MINNESOTA:

The petition of the undersigned respectfully represents:

1. That your petitioner is the owner of a grain elevator of the capacity of fifteen thousand bushels, which said elevator is situated in the village of Le Sueur Center, Le Sueur County, Minnesota, and on the following described tract of land, viz.: Lot number twelve in block number thirteen of the town of Le Sueur Center, according to plat thereof on file and in the office of the register of deeds in and for said Le Sueur County.

2. That the Chicago, Milwaukee & St. Paul Railway Company is a corporation duly organized under the laws of the state of Wisconsin, and is now operating a line of railway from Farmington, Minnesota, to Cleveland, Minnesota, through the said village of Le Sueur Center, and that said corporation has a station at said village of Le Sueur Center.

3. That the said elevator is situated north of and contiguous to the right of way of said railway company, and is distant two hundred and twenty-four feet west of the west end of the switch and not within the distance occupied by the switches.

4. That on the 27th day of August, 1901, your petitioner made application to said railway company and demanded in writing that the railway company assign him a site for said elevator upon its right of way at said Le Sueur Center, and that the said railway company refused to assign to your petitioner any such site.

5. That thereafter, and upon such refusal, your petitioner constructed the elevator above mentioned, and demanded that the said railway company construct a sidetrack to said elevator, which demand was also refused by the said railway company.

6. That said elevator is completed and in operation, and that your petitioner will be compelled to transport the grain therefrom at a great cost and inconvenience.

7. That there are two other elevators in operation at said station which are located upon the right of way of said railway company, and that said elevators have full sidetrack facilities.

8. That by reason of the facts aforesaid your petitioner is not and will not be afforded the same facilities for handling his said grain as the owners of the other elevators at said station.

9. That there is a public demand for said elevator of your petitioner. That the said railway company, in refusing your petitioner a site for said elevator upon its said right of way, and in refusing to connect his said elevator, as above located, by a side-track or switch, with its main track, was and is guilty of unjust and illegal discrimination towards and against your petitioner.

10. Your petitioner further shows that no suitable place for the location of his said elevator could be had within the distance occupied by the switches at said station, and that the site upon which the said elevator is located is the nearest suitable site which could be had for that purpose.

11. That your petitioner and the said railway company have not and cannot agree upon the location of a sidetrack to said elevator, nor upon the terms upon which the same shall be constructed, maintained and operated.

Wherefore, your petitioner prays that by a proper order of your honorable body the said railway company be required to construct, maintain and operate, at its expense, a sidetrack from the said elevator to the main track of said railway company.

Dated August 8th, 1903.

H. M. BABCOCK.

State of Minnesota, County of Le Sueur, ss.

H. M. Babcock, being first duly sworn, deposes and says that he is the person who made and signed the foregoing petition, and that the facts

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and statements therein are true of his own knowledge, save as to matters which are therein stated on information and belief, and as to those matters that he believes said petition to be true.

H. M. BABCOCK.

Subscribed and sworn to before me this 8th day of August, 1903.

CHARLES C. HOLARS.

Notary Public, Minnesota.

Formal complaint and petition were filed August 9th, 1903. On August 14th, 1903, the complaint was served upon the defendant by delivering to and leaving a copy with E. D. Sewall, Assistant General Superintendent of said railway company at Minneapolis.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION.

In the matter of the complaint and application of H. M. Babcock to fix location and terms and conditions upon which the Chicago, Milwaukee and St. Paul Railway Company shall be compelled to locate, build, maintain and operate a sidetrack from their main track or other sidetrack at the station of Le Sueur Center, State of Minnesota, to the elevator of the applicant located on land adjacent to the right of way of said railway company.

It is Ordered, that the Chicago, Milwaukee and St. Paul Railway Company satisfy the complaint of H. M. Babcock, a copy of which is hereto annexed and herewith served, within ten days after the service thereof, exclusive of the day of such service, or file its answer with the Railroad and Warehouse Commission at its office in the City of St. Paul, Minnesota, and mail a copy thereof to the complainant at Cleveland, Minnesota.

St. Paul, Minnesota, Aug. 13th, 1903.

By the Commission.

A. C. CLAUSEN,

Secretary.

(Seal.)

On September 5th, 1903, the Commission ordered a hearing fixed for September 14th, 1903, at ten o'clock A. M., at their office in St. Paul, Minn.

Pursuant to notice, a hearing was held on September 14th, 1903, at which the defendant appeared by its attorney, F. W. Root, and the applicant, H. M. Babcock, appeared in his own behalf. Testimony was offered on both sides and recorded by L. M. Powers, Official Stenographer. At the request of Mr. Root, the defendant's attorney, the hearing was continued to November 3rd, 1903, at eleven o'clock A. M., to afford opportunity to rebut certain evidence offered at the previous hearing.

Pursuant to notice, the continued hearing came on at eleven o'clock A. M., on November 3rd, 1903. E. D. Sewall, Assistant General Superintendent, appeared for the defendant company, and H. M. Babcock appeared in person, and by his attorney, W. W. Pye, of Northfield, Minn.; J. W. Hamlin, of Dundas, Minn., ap-

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peared as a witness for the applicant. Oral and documentary testimony was submitted on both sides, and the proceedings taken by an official stenographer. The hearing was then closed, and the matter was taken under advisement by the Commission. Pending issuance of findings and order of the Commission, the said applicant and defendant company effected an amicable and satisfactory adjustment of the case.

The applicant, H. M. Babcock, having filed notice to this effect in writing with the Commission, on his request, further proceedings in the matter were discontinued.

REFRIGERATOR CAR SERVICE.

On February 20th, 1903, Gamble, Robinson Commission Co., of Minneapolis, made complaint to the Commission that they were unable to secure refrigerator car service from points on the line of the Chicago & Northwestern Railway in the western part of the state, to Minneapolis, via Mankato and the Chicago, St. Paul, Minneapolis & Omaha Railway.

An order was issued and served on said companies to show cause why said refrigerator car service should not be established, and hearings were held at the office of the Commission on May 21st and 26th, 1903, at which a number of produce dealers were present.

After considerable discussion the Commission took the matter under advisement, and on June 9th issued the following order, which was complied with by the companies on September 1st, 1903:

STATE OF MINNESOTA.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION.

In the matter of the running of refrigerator cars on the lines of the Chicago and Northwestern Railway and the Chicago, St. Paul, Minneapolis and Omaha Railway, between Lake Benton, in Lincoln County, and Burr, in Yellow Medicine county, on the line of the Chicago & Northwestern Railway via Mankato, over the line of said Chicago and Northwestern Railway and the Chicago, St. Paul, Minneapolis and Omaha Railway to the Cities of St. Paul and Minneapolis.

An order having been issued and served upon the Chicago and Northwestern and the Chicago, St. Paul, Minneapolis and Omaha Railway Companies, whereby they were required to show cause before the Railroad and Warehouse Commission of the State of Minnesota, at their office, 612 Endicott building, St. Paul, on the 14th day of May, 1903, at 10 o'clock in the forenoon, why the said railway companies should not forthwith establish and maintain a refrigerator service between the stations of Lake Benton, Lincoln County, and Burr, in Yellow Medicine County, to the Cities of St. Paul and Minneapolis.

At the time and place mentioned in said order the said railway companies appeared, the Chicago and Northwestern Railway Company requested

by telegram from their General Agent, A. C. Johnson, that the hearing be continued, the Chicago, St. Paul, Minneapolis and Omaha Railway Company appeared by Thomas Wilson, its general counsel. A partial hearing was had at that time, and the matter was further adjourned until May 26th, at which time the Chicago and Northwestern Railway Company appeared by its General Agent, Mr. A. C. Johnson and Mr. L. L. Brown, its attorney.

After hearing the evidence, the Commission find that the Chicago and Northwestern Railway Company is a corporation organized and incorporated under the laws of the States of Illinois and Wisconsin, and that the Chicago, St. Paul, Minneapolis and Omaha Railway Company is organized and incorporated under the laws of the State of Wisconsin, and that the Chicago and Northwestern Railway Company is operating a line of railway from Burr, a station in Yellow Medicine County, to the City of Mankato, in Blue Earth County, and that the Chicago, St. Paul, Minneapolis and Omaha Railway Company are operating a railroad from the City of Mankato to the Cities of St. Paul and Minneapolis, in Ramsey and Hennepin Counties, all in the State of Minnesota; that there are track connections between the lines of said railway companies at the City of Mankato, where all the cars in the use of one company can be transferred to the tracks of the other; that the territory through which the line of said Chicago and Northwestern Railway Company runs from Burr to Mankato produces a large quantity of butter and eggs and other perishable merchandise, and that it is properly tributary to St. Paul and Minneapolis as a market for such products; and that during such portions of the year when the weather will permit, large quantities of butter, eggs, and other perishable products are shipped from said territory to the markets of St. Paul and Minneapolis; that the Cities of Mankato, in Blue Earth County, and Watertown, in South Dakota, and Chicago, Illinois, are competitors with St. Paul and Minneapolis in said territory, it being common territory for all such markets; that there is refrigerator service furnished by the Chicago and Northwestern Railway Company to all of the cities mentioned excepting the cities of St. Paul and Minneapolis; that if said service was furnished there would be a large quantity of perishable freight shipped to said last named cities from such territory, but during the months of May, June, July, August and September, by reason of there being no such service, the agents of merchants in the Twin Cities, who deal in said products are barred from doing business along the line of said Chicago and Northwestern Railway Company heretofore mentioned, and the producers and owners of butter, eggs and other perishable products are deprived of the competition which would be furnished by St. Paul and Minneapolis, provided such service was maintained, and the markets of St. Paul and Minneapolis are being discriminated against in favor of Chicago, it being the policy of the Chicago and Northwestern Railway Company to carry such products to Chicago, instead of bringing them to the markets of St. Paul and Minneapolis.

That it is just and reasonable to the producers and shippers along the line of said Chicago and Northwestern Railway from Burr to Mankato, and along the line of the Chicago, St. Paul, Minneapolis and Omaha Railway from Mankato to St. Paul and Minneapolis, and to the commission merchants and dealers in perishable products in St. Paul and Minneapolis, that the Chicago and Northwestern Railway Company, together with the Chicago, St. Paul, Minneapolis and Omaha Railway Company should furnish a refrigerator car, stopping at all stations where freight is offered between Burr on the line of the Chicago and Northwestern Railway and St. Paul and Minneapolis on the line of the Chicago, St. Paul, Minneapolis and Omaha Railway, at least one day in every week during the months of May, June, July, August and September.

It is therefore ordered, that said railway companies establish such service, commencing on or before the 20th day of June, 1903, and run said cars during the months of June, July, August and September, during the year 1903 and during the months of May, June, July, August and September in each year hereafter, or until the further order of the Railroad and Warehouse Commission, in the premises, and that said railway companies give

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notice to the Commission of the day of the week and the train on which such cars shall be run.

Dated St. Paul, Minn., June 9th. 1903.

By the Commission,

A. C. CLAUSEN,

Secretary.

On October 24th, 1903, the Chicago & Northwestern Railway Company filed an application for a modification of the order so as to abrogate that portion requiring a resumption of the service on May 1st, 1904, and each year thereafter, during the month of May, June, July, August and September, the application setting forth that the tonnage and earnings for each trip during the month of September, 1903, while the service was operated, showed that it was run at a loss.

After careful consideration, the Commission denied the application, having concluded that the service had not been sufficiently tested to warrant the conclusion that it would not be remunerative.

ATTORNEY GENERAL'S OPINIONS.

TAXATION OF GROSS EARNINGS, RENTALS, HIRE OF EQUIPMENT,
SWITCHING, CAR MILEAGE, ETC.

Railroad and Warehouse Commission.
St. Paul, Minn., July 25, 1902.

Hon. W. B. Douglas, Attorney General, State Capitol, City.

My Dear Sir:—The Commission desire me to ask your opinion on the following questions:

First. Are the railroad companies of this state required to make returns for taxation purposes of rents received from the use of right of way, or other lands, from elevators, lumber yards, buildings and other purposes?

Second. Should they be required to report for taxation, rents for equipment?

Third. We understand that the Chicago Great Western Railway Company, during last year rented a considerable number of its cars to the Duluth & Iron Range Company, for which they received a certain sum for rental or use. At the same time, the Duluth & Iron Range Company rented to the Chicago Great Western Company some of its engines. Are these companies liable to pay gross earnings taxation on the rental received for these equipments? If so, shall the Commission require them to return for taxes, the amount received by each for the use of its equipment, or is only the company in whose favor a balance is found required to make a return of this item? The Chicago Great Western is an Illinois corporation, but has its general office in this State.

Fourth. If equipment is rented by a railroad company, which is a Minnesota corporation, and such equipment is used wholly outside of the State, is the company owning the equipment required to return for taxation the amount it receives for the use of such equipment?

Fifth. If a Minnesota Railroad corporation rents its equipment to another railroad company, which uses it, partly in and partly out of Minnesota, is it required to return for taxation any of the amount received by it for the use of its equipment, and if so, on what basis shall the Commission require the company to make its returns, that is, on what basis is this earning to be divided?

Sixth. The Great Northern Railway Company returned to the Commission for the year 1901, for the entire system, \$100,741.00 for the rental of equipments, none of which they returned for taxation. They explained that this large amount is caused largely by their charging to the different lines on their system, the use of engines and cars; to illustrate: If they start a train from Grand Forks and run to Duluth, and it was propelled by

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a Great Northern engine, they would charge the Eastern Minnesota for the use of that engine for the proportion of the way it ran over the Eastern Minnesota line, while if a train coming the other way was propelled by an Eastern Minnesota engine, they would charge the Great Northern for the use of that engine.

Seventh. Take the facts stated in 4 and 5 above, excepting that the railroad is a corporation under the laws of another state and having a general office in Minnesota, like the Chicago, St. Paul, Minneapolis and Omaha, the Northern Pacific and the Chicago Great Western. Are they required to return for the rent of equipments, and on what basis?

Eighth. The Chicago Great Western Railway Company and the Chicago, Milwaukee & St. Paul Railway Company are organized under the laws of sister states. Their general offices are in Chicago. If they rent their equipments to another company to be used wholly or partly in Minnesota, are they required to return the rental or earnings for taxation, and on what basis?

Ninth. The position of the companies on the amount received for rentals of equipments, is that the company renting the equipments pay the gross earnings on what the equipment earns, and for that reason the owner renting it should not be required to pay.

Tenth. Are the railroad companies, operating dining and buffet cars, required to return the receipts from these cars for taxation? If so, on what basis? Shall they return what they sell in Minnesota, or shall they, in cases of an interstate trip, return Minnesota's proportion of the whole sales on a mileage basis? Shall they return the amount the article is sold for, or can they first deduct what it first cost the company and report the balance?

I enclose herewith a copy of a letter written by Mr. Grover, general solicitor of the Great Northern Company, to Mr. Farrington. This letter states very clearly the position of the railroad companies in regard to earnings of these cars.

Eleventh. The Great Northern Company receive over \$200,000.00 a year for switching cars at Minneapolis and other terminals in this state, and the Chicago, Milwaukee & St. Paul also receive a considerable amount for the same purpose. Should these items be returned for taxation, and if so, should the gross amount received by the companies be returned or are they entitled to return the balance of their switching account after they have deducted what they themselves have to pay for switching? The amount paid for switching is not charged to the shipper, but the road that the switching is done for pays the switching out of the freight it receives, to illustrate: If the Minneapolis & St. Louis Railway receives a car at any point along its line of road, so the freight on that car to Minneapolis is \$30.00, the Minneapolis and St. Louis report that \$30.00 as a part of their gross earnings for taxation, but out of that they pay \$1.50 to the Great Northern or to the Chicago, Milwaukee & St. Paul Company for switching the car. Is the \$1.50 that the Great Northern gets out of this freight also taxable as a part of the Great Northern's gross earnings?

The Commission are making up a new form of statement for taxation purposes to be sent to the companies, and it is very important that we

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should receive your opinion before sending out this form, so kindly answer as early as possible. I remain,

Respectfully yours,

IRA B. MILLS,
Chairman.

24 N. Western 140.

STATE OF MINNESOTA.

Attorney General's Office.

St. Paul, Sept. 18, 1902.

Railroad and Warehouse Commissioners, City.

Gentlemen:— In your communication of July 25th you have submitted a series of eleven questions upon the subject of the taxation of railroads on the basis of their gross earnings.

The second, third, fourth, fifth, sixth, seventh, eighth and ninth questions relate to the subject of rents derived by railroad companies from the use by other companies of railroad equipment, such as cars and engines, and the general question contained in the queries just enumerated may be stated as follows:

Is the sum of money received by a railroad company as rent for the use of its equipment by any other railroad company, either within or without the state, to be reported and returned to the Commission for the purposes of taxation under the gross earnings law?

Section 1667, Gen. Stat. 1894, which is Chap. 11, Spec. Laws 1873, is the act under which railroads are now required to pay taxes in this state. That act provided in effect as follows:

"In consideration of an annual payment of a percentum as provided in this section * * * (by any railroad company), a railroad, its appurtenances and appendages and all other property, estates and effects of such corporation, held or used for, in or about the construction, equipment, renewal, repairing, maintaining or operating its railroad, including the lands granted to said company to aid in the construction of such railroad, and also the stock and capital of said company, shall be and hereby are forever exempt from all taxation and from all assessments; and in consideration of the grants made to and the privileges conferred upon said company and the exemption contained in this section, the said company shall, during the first three years, * * * pay into the treasury of this state, one per cent on the gross earnings of such railroad company, * * * and shall, during the seven years next ensuing after the expiration of the three years aforesaid, pay into the treasury of the state two per cent on the gross earnings of such railroad, and shall from and after the expiration of ten years, * * * pay into the treasury of this state, three per cent on the gross earnings of said railroads; and the payment of such percentum annually as aforesaid, shall be and is in full of all taxation and assessment whatever. And for the purpose of ascertaining the gross earnings aforesaid, an accurate account of such earnings shall be kept by said company, an abstract whereof shall be furnished by said company to the treasurer of this state on or before the 1st day of February in each year, * * * "

It was the intention of the Legislature by this act to commute the taxation of the company accepting the provisions thereof. Railroad equipment in the hands of the company is taxed along with the other property

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of the railroad on the basis of the road's gross earnings, and this distinction should be observed, that any property held or used by the railroad company in or about the "construction, renewal, repairing, maintaining or operating" of its railroad, is exempt from all taxes and from all assessments, the same being taxed on the basis of the gross earnings of the railroad. The gross earnings tax is to be imposed, not according to the assessed value of the company's property, but according to its ability to pay—that is, according to the amount of its earnings.

State vs. Luther, 56 Minn. 160.

The course of business of a common carrier renders it necessary that the cars and equipment of one railroad company should be run upon the tracks of and by other railroad companies, and accounts are kept between the different companies and balances adjusted for such services. Up to the point where the accounts between the various companies balance, the operation, in my opinion, is a mere exchange of the use of cars or equipment, and is in no correct sense, earnings, but the amount received by any company for the use of its cars or equipment in excess of the amount paid out by it for the use of equipments of other companies, is one of its sources of revenue earned by its rolling equipment.

State ex rel. Abbott vs. State Treasurer, 64 Wis. 130.

It is provided, however, in Section 2753, Gen. Stat. 1894, that the term "gross earnings" as used in Section 1667, Gen. Stat. 1894, shall be construed to mean, "the earnings on business beginning and ending within the state and the proportion based upon the proportion of the mileage within the state to the entire mileage over which such business is done, of earnings on all interstate business passing through, into or out of the state. * * *"

And in *State vs. Railroad Company*, 30 Minn. 311, the Supreme Court held, that the sum of \$40,000 received from the Northern Pacific Railroad Company as compensation or rent for the privilege of using a portion of the road of the St. Paul, Minneapolis & Manitoba Railroad Company, should not be included in the gross earnings returned for taxation by the latter company, holding that to exact three per cent upon the rent paid to the St. Paul, Minneapolis & Manitoba Company, and also upon the gross receipts returned by the tenant, the Northern Pacific Railroad Company, would be, to the extent of the rent, in the nature of double taxation, and would be exacting twice a commutation for taxes on the same property.

In the Wisconsin case, to which attention has been called, the court there held that the balance from the rent of equipment should be returned as part of the gross earnings of the company in whose hands the balance was found, but under the Minnesota case, just cited, and in view of the fact that there would be no practical method of apportioning the interstate portion of such balance, under Section 2573, G. S. 1894, it is my opinion, that, under existing laws and interpretations by the Supreme Court of Minnesota, rent derived by a railroad company from its rolling stock is not taxable as gross receipts, but such balance, if any, in my judgment, if taxable at all, can only be reached in the same manner as if held by an ordinary corporation.

And we confront, to some extent, the same difficulties in the consideration of the right of the state to tax on a gross earnings basis, the rents

received by railroad companies from the use of rights of way, elevators, lumber yards, buildings, etc. If such properties are strictly railroad properties within the meaning of the statutes; that is to say—if they are held and used principally for the purpose of carrying on the business of common carriers, they are exempt from ordinary taxation, since it is the duty of railroad companies to furnish all necessary structures and facilities by which to receive and handle freight for shipment over its lines. This is a public obligation which is imposed upon a common carrier and it makes no difference whether such property is operated by employes of the company or tenants, as to whether the property is or is not exempt from the ordinary forms of taxation. The lease, however, or contract under which the tenant operates, as was stated by the Supreme Court in *St. Louis County vs. St. Paul & Duluth R. R. Co.*, 45 Minn. 510, would be a circumstance going to show whether or not the property was used principally for railroad purposes, and thus determine the question as to whether or not any particular item of the property of a railroad company is taxable as ordinary property.

Section 2645, General Statutes of 1894, confers in general terms upon railroad companies the right to acquire any land by condemnation that may be necessary for the full enjoyment, use and operation of its roads. Section 2640, G. S. 1894, specifies purposes for which the granted power may be exercised, in these words:

"The power to condemn hereby granted shall embrace all roadways, spur and side tracks, rights of way, railroad crossings, depot grounds, yards, grounds for machine shops, warehouses, elevators, station-houses, water-tanks, and all other buildings and structures, rights, privileges and easements necessary to the construction, or necessary or convenient in the operation of any of said railroads; also all lands, rights, privileges, and easements that are or may become necessary or convenient to the full enjoyment, use, maintenance, and operation of any of said railroads."

In my judgment, these sections constitute largely the measure by which to determine the question of the taxability of any particular class or item of real property owned by a railroad company. As stated above, if the property is reasonably necessary or convenient to the full enjoyment, use, maintenance and operation of the railroad, such property is exempt from ordinary taxation; so elevators, coal-docks, or the like, whether operated by the company or by a tenant of the same, when found to be reasonably necessary in fulfilling the obligations of a common carrier to the public, have been held to be exempt from ordinary taxation on the theory that they are strictly railroad property and are principally used as such. If the principal use of the rented property is not strictly railroad use, then such property is subject to ordinary taxation, and in such case the rents derived by a railroad company from such property would, in my opinion, be taxable in the hands of the company on the first day of May in the same manner as the property of an ordinary corporation.

In case the properties are, however, strictly railroad properties, the rents derived by the railroad companies from tenants must be treated for purposes of taxation as the circumstances of each case demand.

If the tenant be another railroad company, the rule against double taxation laid down in 30th Minn. 311, would intrude, and such rents are not to be returned as gross earnings. When, however, such tenant is an

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individual or a corporation other than a railroad corporation, then, in my opinion, a distinction arises, since in the one case we are dealing with common carriers, and in the other case with the general public. In the latter case, such rents would properly constitute an additional earning of the railroad property, and whenever the property is located within the state such rents should be returned and taxed as gross earnings, on the theory that the transaction constitutes "business beginning and ending within the state."

In all these inquiries it should be borne in mind that the legislature in enacting the gross earnings system evidently contemplated an earning derived from the operation of the railroad properties as a common carrier and not the earnings of a railroad company derived from sources in which any individual or corporation might engage.

Under existing legislation the solution of your inquiries is left in doubt, and, in my opinion, it would be advisable to have the courts pass upon these various propositions.

The question of double taxation is not a question of power, but is one of expediency for the legislature.

State ex rel N. Y. Central vs. Roberts, 52 N. Y. Sup. 659.

The courts, however, will never infer or impose a double tax on the same property where the statute does not make it clear that such double tax is intended. Were it not for the holding of the Supreme Court in the 30th Minn. 311, to which attention has been called, I would have no hesitancy in expressing the opinion that the rents derived from rolling-stock, and also from rights of way, elevators, lumber yards, coal docks, etc., and income derived from any and all sources properly connected with the business of common carrier, should be returned as gross earnings and taxed as such. This decision, however, must be accepted as a strong indication of what the courts would hold in considering these questions, unless we could assume that upon further consideration the opinion expressed in the case mentioned would be overruled.

As bearing generally upon these two first questions, see:

State vs. Northern Pacific Ry. Co., 39 Minn. 25.

Todd County vs. Railway Co., 38 Minn. 163.

St. Louis Co. vs. St. Paul & Duluth R. R. Co., 45 Minn. 510.

State ex rel. N. Y. Central vs. Roberts, 52 N. Y. Sup. 859; affirmed, 157 New York.

State ex rel. Abbott vs. State Treasury, 64 Wis. 130.

Milwaukee & St. Paul R. R. Co. vs. Milwaukee, 34 Wis. 271.

Minneapolis & St. Louis vs. Nicolin, 76 Minn. 302.

Robert vs. C., M. & St. P. R. R. Co., 86 N. W. R. (Ia.) 266.

You state in your eleventh inquiry, that "the Great Northern Railroad Company receives something over \$200,000 annually for switching cars at Minneapolis and other terminals in this state, and the Chicago, Milwaukee & St. Paul R. R. Co. also received a considerable amount from

the same source. The amount paid for switching charges is not charged to the shipper, but the road for which the switching is done pays the switching out of the freight it receives. To illustrate: If the M. & St. Louis Ry. Co. receives a car at any point along its line of road, destined to Minneapolis, at the \$30 rate, the M. & St. L. report \$30 as a part of its gross earnings for taxation, but out of that the M. & St. L. Ry. Co. pay \$1.50 to the Great Northern, or the Chicago, Milwaukee & St. Paul for switching the car;" and your question is: "Is this \$1.50 which the switching company receives out of the same, also taxable as part of the switching company's gross earnings?"

In my opinion, this sum of a dollar and a half is taxable as gross earnings in the hands of the company doing the switching; and I am also of the opinion, with reference to the illustrated instance, that the M. & St. Louis would be entitled to charge off from its gross earnings statement, if it has returned the same, this sum of a dollar and a half which it has collected, holds and turns over as agent of the company earning the same, i. e.—the company which performs the switching service.

Your further question relative to the taxable status of the earnings of a railroad company derived from the operating of dining cars, presents a somewhat perplexing inquiry.

If the modern operation of railways necessarily requires facilities to feed its passengers, en route for purposes of reducing running time, and consequently operating expenses, or for other purposes, such property would be exempt from ordinary taxation in the hands of a railroad company and be taxable only upon the basis of gross earnings.

It is said, upon authority, that the dining cars operated by railroad companies are usually run at either a loss, or at best, a small profit; and in many ways it might work a hardship to require the railroad to pay upon the gross earnings of the dining car service, without allowing them to offset, to any extent, the extraordinary cost of operating the same. They deal here in the sale of commodities, but if on any modern theory, such sale of commodities is necessary in the operation of the railroad, the commodities themselves which are purchased in carrying on the business, are not taxable, nor are the cars and equipment taxable as ordinary property.

I apprehend that a company engaged purely in the business of operating dining cars, would not be entitled to the exemptions of the gross earnings act, and, in the absence of specific legislation, its property would be taxable upon the basis of an ordinary corporation doing business in this state. While the same property in the hands of the railroad company is absolutely exempt from ordinary taxation, assuming that the operation is strictly in the line of, and of a necessity under modern railway methods. It will not be disputed, I take it, that increased facilities for the convenience and comfort of travelers, result, ordinarily, in an increased gross and net earnings by the company. The gross earnings of a railroad is computed upon the basis of earnings or income, from all common carrier sources, which would necessarily include the dining car service; and not being able to charge off against such gross earnings, the operating expenses of any portion of the entire common carrier service, it follows that the company would be required to return the entire gross earnings of the

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dining car service, and not be entitled to return merely the net earnings of the same.

In other words, if the gross earnings system is to apply to this class of earnings at all, it should apply to the entire income.

The fact remains, however, that a common carrier's business at the time of the enactment of the gross earnings law, did not comprehend, in my opinion, the business of supplying travelers with food and drink, and such an income is not strictly an income upon which the system was intended to be imposed.

Railroad companies are authorized under their charters, to reasonably administer to the wants and convenience of travelers, and where they engage in ordinary commercial transactions, such as the sale of victuals and drink, the net receipts and the property held for sale ought to be taxable; but while the subject, as stated, is involved in grave doubt, it is my opinion that the gross receipts from dining car operations need not be returned by railroad companies for the purpose of gross earnings taxation.

In case you should deem it advisable to test any of these questions, you might properly call for a return of the gross receipts from these various sources, and let the three per centum tax be imposed thereon.

Yours very truly,

(Signed) C. W. SOMERBY,

Assistant Attorney General.

Approved.

W. B. DOUGLAS,
Attorney General.

Railroad and Warehouse Commission.

Hon. W. B. Douglas, Attorney General, State Capitol, City.

St. Paul, Minn., February 18, 1903.

Dear Sir:—The M. & St. L. R. R. Co., in their return to the Commission of their gross earnings for the purpose of taxation in item No. 17 of our gross earnings blank, which requires they return rent and hire of equipment, including rents for chartered cars, trains, locomotives, car mileage or per diem charge received from interchange of freight, passenger and working equipment and rolling stock of all kinds. The return they make as being received for such items is \$11,047.45 and that they have paid out \$12,303.12, leaving a debit balance of \$1,252.67, and this balance they deduct from the amount of gross earnings that they return.

The Commission desires your opinion as to whether the company have the legal right to make this deduction. The Commission does not understand that they have, from a former opinion it received from your office under date of September, 1902.

We are holding this return before certifying it, for your opinion.

Yours truly,

IRA B. MILLS,

Chairman.

Office of the Attorney General.

St. Paul, Minn., Feby. 20, 1903.

Hon. Ira B. Mills, Member Railroad and Warehouse Commission.

Dear Sir:—In reply to your favor of Feby. 18th, in which you inquire with reference to the report of the Minneapolis & St. Louis Railroad Company of its gross earnings on rent, hire of equipment, chartered cars, trains, locomotives, car mileage or per diem charge received from the interchange of freight, passengers, working equipment and rolling stock of all kinds, I beg to state that the opinion issued from this department under date of Sept. 18, 1902, covering the questions referred to in your communication, has not been, in any degree amended or modified. On the 10th of Feby. Mr. A. E. Clarke, Attorney of the Minneapolis & St. Louis Railroad Company, called the attention of this department to certain matters with reference to the item of car mileage stating that he understood the opinion of this department to be that disbursements on this account were not to be offset against receipts in determining the amount of gross earnings to be covered by this item; that if the receipts in any month exceeded the disbursements, such excess amount was to stand as an earning, regardless of whether in any month thereafter or during the entire period for which such gross earnings tax was levied, the disbursements were in excess of receipts.

In the opinion of Sept. 18th is the following language upon the question of car mileage:

"Up to the point where the accounts between the various companies balance, the operation, in my opinion, is a mere exchange of the use of cars or equipment and is in no correct sense, earnings, but the amount received by any company for the use of its cars or equipment in excess of the amount paid out by it for the use of equipment of other companies, is one of its sources of revenue earned by its rolling equipment."

The purpose of writing Mr. Clarke under date of Feby. 16th, was to make clear the above rule of determining the amount of earnings on car mileage. Mr. Clarke seemed to be under the impression that the application of the rule was to be made to the operation of each month, and that if receipts were in excess of disbursements for any given month, such excess was to stand as an earning for the purposes of the tax and not subject to any deduction by reason of excess of disbursements over receipts for any month during the balance of the taxing period.

Referring to the figures in your favor would say, that if the disbursements on account of the various items exceeded the receipts, the debit balance may not properly be charged against the amount of gross earnings returned by the company.

This is my understanding of the former opinion issued by this department.

Yours very truly,

W. J. DONAHOWER,
Asst. Atty. General.

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SWITCHING CHARGES.

Office of the Attorney General.
St. Paul, Feby. 28, 1903.

Railroad and Warehouse Commission, City.

Gentlemen:—Replying to your verbal inquiry. I beg to advise you that, in an opinion transmitted to you Sept. 18, 1902, you were advised with reference to the so-called switching charge returns made by railroad companies, for the purpose of taxation, as follows:

The switching charge is taxable as gross earnings in the hands of the company doing the switching in this state, and any railroad company would be entitled to charge off from its gross earnings statement, the sum paid for switching performed in Minnesota, if such sum had been returned in the gross amount received from the shipper; on the principle that it has not been the policy of the legislature to submit gross earnings to double taxation; that all sums earned in Minnesota by switching companies, should be returned by such switching company for taxation on a gross earnings basis.

I beg to advise further, that, in my opinion, where railroad companies have included Minnesota switching charges in the gross amount reported for taxation, such railroad companies would now be entitled to charge off such switching charges, so erroneously returned, against any sums which such companies are required by law to return, and the State's percentage of the gross earnings should be estimated upon the difference.

A full account, however, should be kept of the entire transaction, and where the railroad companies are allowed to rebate or off-set against their returned gross earnings statement, any of such switching charges, such switching charges should be followed into the hands of the company doing the switching and such amounts should be taxed, if they have not already been, in the hands of such switching company.

Yours very truly,

C. W. SOMERBY,
Asst. Atty. General.

Office of the Railroad and Warehouse Commission,
St. Paul, Minn., Dec. 30, 1902.

REBATES.

Dec. 30, 1902.

Hon. W. B. Douglas, Attorney General, City.

Dear Sir:—I am directed by the Commission to request an opinion from you as to whether railroad companies doing business in this state are subject to taxation on moneys refunded shippers and deducted from the gross earnings before the same are apportioned for taxation on business which it was found necessary through competition to carry at less than the published tariff rates, or in other words, are railway companies liable to pay on what they should have earned or on what they actually did earn.

Kindly reply as early as possible, and oblige,

Yours truly,

"Y"

A. C. CLAUSEN.
Secretary.

PASSENGER AGENTS' COMMISSIONS.

Jan. 29, 1903.

Hon. W. B. Douglas, Attorney General, State Capitol, City.

Dear Sir:—This Commission has taken the stand with the various railroad companies doing business in this state, that commissions paid agents for the purpose of securing passengers to go via their respective lines, should not be deducted from the passenger earnings before the same are prorated for the purpose of taxation, or, in other words, the gross amount paid by the passenger for a ticket should be reported.

As there may be some doubt as to our attitude in this regard, the Commission desire an opinion from your office.

Will you kindly consider the above in connection with our letter to you of December 30th last, and favor us with a decision as quickly as possible as we are anxious to settle the question as to what should or should not be reported for taxation.

Yours truly,
FOR THE COMMISSION.
per T. Yapp.

Office of the Attorney General.
St. Paul, March 19, 1903.

To the Board of Railroad & Warehouse Commissioners of the State of Minnesota.

Gentlemen:—You have submitted to this department two inquiries as follows:

Are railway companies doing business in this state and paying a gross earnings tax, subject to taxation on money refunded shippers in the form of rebates or drawbacks from the published tariff rate? and

Are commissions paid agents for securing business taxable as part of the gross earnings of a railway doing business in this state; that is, should the gross amount paid by the passenger for a ticket be reported by such companies as gross earnings?

1.

REBATES.

The Interstate Commerce Act of February 4th, 1887—Chapter 104—as amended in 1889, 1891 and 1895, provides that a common carrier providing directly or indirectly for a special rate, rebate or drawback in the transportation of passengers or property, or who receives from any person or persons for a like and contemporaneous service in the transportation of a like kind of traffic, under substantially similar circumstances and conditions, shall be deemed guilty of unjust discrimination, and such act is prohibited and declared to be unlawful, and it is made unlawful for any common carrier subject to the provisions of the act, to make or give any undue

or unreasonable preference or advantage to any person, company, firm or locality, or any particular description or traffic, or to subject any particular person, company, firm, corporation or locality, or any particular description of traffic, to any undue or unreasonable prejudice or disadvantage in any respect whatsoever; that the schedule of rates and charges for the transportation of passengers and property shall be printed and kept open to public inspection.

The laws of Minnesota regulating the business of common carriers—Subdv. (a), Sec. 386, Gen. Stat. 1894, requires that schedules showing the classification of rates, fares and charges for the transportation of passengers and property of all kinds and classes, shall be printed and kept open for public inspection.

Subdv. (c), Id., provides that when a common carrier shall have established and published its classification of rates, fares and charges it shall be unlawful for such common carrier to charge, demand, collect or receive from any person or persons, a greater or less compensation for the transportation of passengers or property, or for any service in connection therewith, than is specified in such published schedule, and shall notify such commissioners of all proposed changes in such published schedule.

1st. A contract wherein a common carrier of freight and passengers undertakes to transport persons or property for a rate or charge less than its published rate, violates the provisions of the laws of this state; and of the United States, where such rate or charge is an oppressive or unjust discrimination among shippers or passengers dealing with the company for like service under like conditions.

A contract whereby a common carrier agrees to transport freight or passengers between certain points, the shipper or passenger agreeing to pay the tariff rate with the understanding that a part of such rate should be paid back after such shipment or travel, in the form of a rebate, is unlawful and void as a violation of state and federal law. At this point, however, it might be said that in the absence of a statute making such contracts illegal, they are not, except when causing oppressive and unjust discrimination.

It was decided in the case of *Cleveland C. & I. Ry. Co. vs. Closser*, 126 Ind. Rep. 348, in 1890, that a contract entered into between a railroad company and a firm engaged in the grain business, whereby the railroad company agreed to transport grain for said firm between certain points at a certain price per hundredweight, said firm stipulating, however, to pay a greater price per hundredweight, it being agreed that said firm should be entitled to a certain rebate per hundredweight, to be repaid promptly to said firm after such shipment, is valid.

Such a contract is in contemplation of law nothing more than an agreement to carry the grain at the compensation ultimately agreed upon, inasmuch as the provision binding the carrier to pay back part of the nominal compensation simply fixes the amount of actual compensation, although provision is made for a peculiar mode of payment.

An examination of this case, however, discloses that there was no question of unjust or oppressive discrimination considered. The contract itself was sustained upon the ground that a mere discrimination in the rate or charge for transportation will not invalidate the contract, that it was not

per se a legal wrong for a carrier to give better rates to one who ships large quantities than to one who ships in small, and it was further decided in this case,

That a contract giving a special rate to a shipper and providing for a drawback is not in itself, illegal and void. To have that effect, other elements must enter into the contract, but when such elements are present in such form as to make the discrimination unjust or oppressive, the contract will be illegal.

This case is not in point on the question under consideration, but is here cited because it is a leading one on the general question.

If there had been a law of the State of Indiana similar to the Minnesota act above referred to, the decision of the court must have been that a contract providing for a rebate was illegal *per se*.

2nd. A contract made by a common carrier for the transportation of persons or property for a rate or charge less than the published rate and charge of such carrier, even though there be no unjust or oppressive discrimination, is illegal and void, and will not be enforced by the courts.

Indianapolis, Decatur & Springfield Ry. Co. vs. Ervin, 118 Ill. 250;.

Fitzgerald & Company vs. Grand Trunk R. R. Co., 63 Vt. 169;

Bullard vs. Northern Pac. R. R. Co., 10 Mont. 168.

A contract made by a common carrier under which it agrees to transport persons or property for a less rate and charge than it charges and receives from other persons for a like transportation under precisely the same conditions, is illegal and void as against public policy and the common law.

3d. A railroad company in this State paying a gross earnings tax in lieu of all other taxation, pays upon its total gross receipts from business beginning and ending within the State, and a proportion based upon the proportion of mileage within the State of the entire mileage over which such business is done, of earnings of all interstate business passing through, into or out of the state.

This means that all receipts and earnings from such business which the railroad company becomes *legally entitled to*, and which becomes its property shall be subject to the tax.

(a) If, where a contract is made by a railroad company for a rebate or drawback, the full tariff rate or charge is paid to the company, such tariff rate or charge becomes legally the property of the company and cannot be recovered back in an action by the party paying the same. There can be no question that such tariff rate or charge is a part of the earning of the company, regardless of whether any portion of the same is after its receipt by the common carrier, paid out to any person. In law, the relation of the carrier and the party paying such tariff rate or charge is as if there was no contract for a rebate, and if the carrier, after receipt of such rate or charge pays a portion of the same back to the shipper or passenger, it does so voluntarily and not under the requirement of any valid obligation. The public authorities of the state, in apportioning the gross earnings of a railroad company for the purposes of taxation, should not recognize the existence of any contract for such rebates.

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It is sufficient to authorize the imposition of the tax if the rates and charges have once come to the treasury of the company, where it is the property of the company and subject to its exclusive control.

(b) A rebate or drawback from the tariff rate or charge which does not find its way into the treasury of the corporation, in my judgment, should not be considered as part of the gross receipts of the company for the purpose of taxation. In such case, the arrangement between the railway company and the shipper or passenger is in the nature of a cut rate and the amount actually charged for the service and which comes to the treasury of the railway company, is all that may be apportioned for taxation.

II.

COMMISSIONS.

Commissions paid to agents for securing business at competitive points should be deemed an expense of operation of the road and subject to the gross earnings tax.

If a passenger pays the full tariff rate and the agent who secures the business deducts his commission before reporting to the railway company, the gross amount paid by the passenger is subject to be apportioned for taxation. The commission paid an agent for this service is nothing more than an expense of securing business and is a part of the operating expenses of the railroad and of its gross earnings. If the agent divides his commission with the passenger and the latter actually pays for his transportation less than the tariff rate, only the amount so paid should be apportioned for taxation, except where the passenger is a party to an illegal contract for a rebate and the refund is made from the company's treasury after receipt of the full fare, in which case the full tariff fare should be apportioned for taxation.

Yours very truly,

W. J. DONAHOWER,
Asst. Atty. General.

Approved:
W. B. DOUGLAS,
Attorney General.

TAXATION OF MINNESOTA TRANSFER RAILWAY AND STOCK YARDS.

Office of Attorney General.
St. Paul, Jan'y. 9th. 1903.

Hon. C. F. Staples, Member Railroad and Warehouse Commission.

Dear Sir:—In reply to your recent request as to whether or not the property of the Minnesota Transfer Railway Company and its stock yards department, is exempt from ordinary taxation, for the reason that the capital stock and shares of the corporation representing all its property is owned by railway companies organized under the laws of this state or doing business herein, and paying a tax upon its gross earnings as required

by law, I find by an examination of the articles of association of the Minnesota Transfer Railway Company, that it is organized for the purpose of acquiring, constructing, maintaining and operating for hire, railway lines and tracks in the counties of Hennepin and Ramsey, for the purpose of connecting the various lines of railway running in outside counties and of transferring freight between said railways, and for the purpose of delivering and receiving freight to and from stock yards, and other industries situated in said county, and of acquiring, constructing, maintaining and operating for hire, one or more stock and transfer yards, for the purpose of receiving, caring for and handling live stock, and for the construction, operation and maintaining for hire, of warehouses and other buildings necessary to the proper conduct of its business.

It may be stated, as a general rule, that the property of a railway company, paying the gross earnings tax, which is necessary to the operation of its railroad, is intended to be included in the gross earnings tax so paid, and for that reason exempt from the ordinary property tax. My understanding of the Minnesota Transfer Railway Company is that all its capital stock, shares and property, is owned by the various railway companies connecting with the same and employing its transfer facilities. Such being the case, and it being the fact that such railway companies pay the gross earnings tax, the property of the Transfer Railway Company would not be subject to ordinary taxation. As to whether any of the shares of capital stock of this Minnesota Transfer Railway Company are owned by persons, or corporations not paying the gross earnings tax, then such proportion of property represented by the capital stock and shares so held, would be subject to ordinary taxation. As to whether any of the shares of capital stock of this company are owned by corporations which do not pay the gross earnings tax or by a private individual, I have not had time to ascertain, but as stated above, my understanding is that such is the fact. The Supreme Court of this state has decided in the case of *State vs. Union Depot Co.*, 42 Minn. 142, that the payment of a percentage on their gross earnings by the railway companies which own all the stock and use the terminal facilities of the depot company, constitutes a payment of taxation on all the property of the latter. I can find no reason for applying a different rule in the case of the Minnesota Transfer Railway Company.

The expressed purposes of the corporation as indicated above, are those incident and necessary to the operation of a line of railway. The Transfer Company discharges duties which are necessarily those of the connecting railway companies in the transportation of traffic. If the Transfer Railway Company engages in business that is not a necessary part of the business of a railway company, then as to the property employed in such transactions, the rule would not apply. It appears from the statement of the business carried on by the Transfer Railway, submitted by you, that its entire business is not that which is necessary to the proper conduct of the transportation business of the proprietary railway companies. I would not include such business as the shearing and dipping of sheep or the sale of feed in all cases, although generally, feeding is considered one of the necessary accommodations of stock transportation.

Yours very truly,

W. J. DONAHOWER,

Asst. Atty. General.

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TELEPHONE SERVICE D. & I. R. R. R.

St. Paul, Minn., Feby. 14th, 1903.

W. J. Donahower, Esq., Assistant Attorney General,
State Capitol, City.

Dear Sir:—I enclose you our entire file with reference to the inquiry regarding the question of liability for taxes upon the telephone system of the D. & I. R. R. R. Company, as to whether they are payable to the State Treasurer direct or may be reported with their gross earnings as a part of their system.

You will note on the front, the letter of Feby. 11th from Mr. Viele, auditor, replying to my inquiry dated January 10th. I believe this will give you all the information you desire to enable you to answer the question propounded by the Commission.

Kindly return this file with your reply.

Yours truly,

C. F. STAPLES.
Commissioner.

Enclosures.

Office of the Attorney General.
St. Paul, Feby. 21. 1903.

Hon. C. F. Staples, Railroad and Warehouse Commissioner.

Dear Sir:—In your favor of Feby. 14th you submit a question touching the liability for taxes upon the telephone system of the Duluth & Iron Range Railroad Company under Chapter 314, General laws 1897.

From the file submitted with your inquiry, it appears by statement of A. H. Viele, auditor of the railroad company, that they are furnishing to the public a general telephone service at the various stations along the line of the road, and are charging a toll therefor. In addition to such general telephone service the system is used as a part of the operating department of the railroad.

By an amendment to the articles of incorporation of this railroad company adopted in 1901, the general nature of the business was extended to include the construction, acquisition, maintenance and operation of one or more telephone lines for the transmission of messages and charging reasonable rates therefor.

Under the provisions of Chapter 314, Gen. Laws 1897, any person or persons, co-partnership, association or corporation, owning, operating, and conducting telephones and telephone lines in this state, and carrying on a general telephone business, and giving a general service to the public, are required to pay a tax of three per cent upon the gross earnings of such operation.

It is claimed by the company that in its report of gross earnings of operation of its railroad, earnings from the telephone system for public service are included, and that it cannot be required to report such telephone earnings as a separate item and earning for the imposition of the tax provided in said act.

From the statement of facts made by the officers of the Company, and those found by the Commission, it, in my judgment, appears that the company is "carrying on a general telephone business and giving a general service in this state," even though the fact may be that the telephone system was constructed primarily for convenience in the operation of the railroad. There is an earning which comes to the company not from the operation of its railroad or of any business which is a part of it, but as compensation for a service not within the scope of railroad business, to-wit: the tolls for the telephone service

The company, I think, should be required to report its gross earnings from the conduct of its telephone business as required by said act.

The files are herewith returned.

Yours very truly,

W. J. DONAHOWER,
Asst. Atty. General.

SLEEPING CARS.

St. Paul, Minn., Feby. 16, 1903.

Hon. W. B. Douglas, Attorney General,
State Capitol, City.

Dear Sir:—The Wisconsin Central Railway Sleeping Cars are owned jointly between that Company and the Pullman Company.

The Pullman Company act as the Wisconsin Central's agents in the operation of the sleeping cars and pay the latter company at the end of each month one-half of any *net* revenue derived from their operation.

I am directed by the Commission to request from you an opinion as to whether the net revenue received by the Wisconsin Central from the Pullman Company is to be considered as gross earnings and to be so reported by them for taxation purposes or should they pay one-half of the gross earnings collected by the Pullman Company.

We enclose you some correspondence in this matter and will be glad if you will kindly return the same with your opinion as early as possible.

Yours truly,
FOR THE COMMISSION.
per T. Yapp.

Enclosures.

Office of the Attorney General.
St. Paul, Feby. 21, 1903.

Railroad and Warehouse Commissioners,
St. Paul, Minn

Gentlemen:—In your favor of Feby. 16th, you state that the Wisconsin Central Railway Company and the Pullman Sleeping Car Company, are jointly operating sleeping cars over the lines of the Wisconsin Central Company, such cars being jointly owned by the two companies.

The Wisconsin Central Company, in reporting its gross earnings for taxation, includes one-half of the *net* revenue derived from the operation of the sleeping cars.

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In my judgment, this is not a compliance with the law. The gross earnings from the operation of these cars is subject to taxation. The cars being owned jointly by these two companies and operated by one as the agent, does not relieve either from the payment of a tax upon its portion of the gross earnings.

The gross earnings from the operation of these cars is the joint property of the two companies. If the Pullman Company reports the entire gross earnings from the operation of these cars, for taxation, then the Wisconsin Company is not required to do so, as the earnings should be taxed but once, but if the Pullman Company reports for taxation only its portion of the gross earnings from such operation, as I think it may properly do under the existing arrangement, the Wisconsin Company should report its portion of the gross earnings. The gross receipts are taxable, whether in the hands of the Pullman Company or the Wisconsin Company, or partly in the hands of either. They cannot be permitted to escape taxation by the device of the company confessing only its net earnings and asserting the responsibility of the other for the gross receipts. The Pullman Company received the gross receipts for the Wisconsin Company as its agent, and the latter company has an interest in them as such and should report them for taxation.

The files are herewith returned.

Yours very truly,

W. J. DONAHOWER,
Asst. Atty. General.

SUIT TO RECOVER BACK TAXES.

Railroad and Warehouse Commission.

St. Paul, Minn., Mar. 28, 1903.

Hon. W. B. Douglas, Attorney General, City.

Dear Sir:—The Commission desire that proceedings be instituted through your Department, to require the Great Northern Railway Company to pay delinquent taxes for the past six years upon certain items which they have heretofore failed to report, and which they refuse to report, contending that the same do not constitute gross earnings from operation of railroads.

We are not sure just what data your Department may require or what plan you will pursue to require the company to comply, therefore ask you what data it is necessary to furnish.

There seems to be different ways suggested to proceed. If possible, the most direct plan seems to be to mandamus the company requiring them to make the returns. Another plan would be for us to make the examination and certify the figures and amounts due, to the State Auditor, who in return makes the draft and turns it over to the Treasurer for collection, which would put the Treasurer in the position of bringing the suit.

If you will read Section 1676, General Statutes 1894, a very peculiar means seems to be mapped out which may cover this case, although it does not seem a practical means of collecting taxes.

I have talked this matter over at some length with your First Assistant, Mr. Donahower, who I think is now giving the matter some attention.

An early reply will be appreciated. Yours truly, C. F. STAPLES,
Commissioner.

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Office of the Attorney General.
April 16, 1903.

Hon. C. F. Staples, Railroad and Warehouse Commissioner.

Dear Sir:—Replying to your favor of March 28th, in which you ask what form of action is proper to compel a railway company paying the gross earnings tax in this state, to report to the Commission omitted gross earnings, I beg to say, that I am quite sure the Commission may proceed by mandamus, although the law has attempted to provide a form of action by the State Treasurer for the recovery of unpaid gross earnings tax with stated penalties.

There is some doubt as to the validity of the provision which the legislature has made for the collection of this tax by the State Treasurer and also as to whether such proceedings is exclusive of any other remedy. While the ultimate object of the report by a railway company of its gross earnings to the Commission, is the payment of the tax, I think the Commission, in view of its powers and duties generally may, as a matter of right, require a railway company to report omitted earnings, even though the filing of the report under the mandate of the court does not assure the collection of the tax, as the company might refuse to pay.

I wish to say this, however, the question is not entirely free from doubt, and it is possible that the court might hold the proceedings outlined in Section 1676, Gen. Stat. 1894, to be exclusive and adequate. If this provision of the law furnishes to the Commissioners a plain, speedy and adequate remedy, then the court, under the laws of this state defining the use of the Writ would refuse to issue the same.

I am inclined, however, to the view that the Commissioners may proceed by mandamus, and I base my opinion upon the unusual and questionable provisions of the statute with reference to the penalties and the rule of evidence established, as to the facts set out in the certificate of the State Treasurer, and also the powers and duties of the Commissioners to require of the railway companies information as to the manner and method of the conduct of its business necessary to enable the Commission to perform its duties under the law.

To enable this Department to institute the proper proceedings the various items of unreported gross earnings from the operation of the railroad and the dates and periods covered, should be furnished.

Yours very truly,

W. J. DONAHOWER,
Asst. Atty. General.

GROSS EARNINGS TAX— M. & I. RAILWAY.

Railroad and Warehouse Commission.

Feby. 13, 1903.

Hon. W. B. Douglas, Attorney General,
State Capitol.

Dear Sir:—The Minnesota & International Railway Company was organized under the laws of this state on July 16th, 1900, and absorbed the Brainerd & Northern Minnesota Railway running from Brainerd to Bemidji on July 1st, 1901, so that the road from Brainerd to Black Duck is now named the Minnesota & International Railway.

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We are today in receipt of gross earnings tax from this Company on which they claim to pay two per cent on the line from Brainerd to Bemidji which was the rate paid by the old Brainerd & Northern Railway, but on the line North of Bemidji they claim they should only pay one per cent.

Will you kindly advise the Commission as to whether they should pay one or two per cent on that portion of the line North of Bemidji.

Trusting that you will favor us with an early reply, as the tax sheets are in this office waiting certification.

Yours truly,

FOR THE COMMISSION.
per T. Yapp.

Office of the Attorney General.
St. Paul, Feby. 14. 1903.

Railroad and Warehouse Commission,
St. Paul, Minn.

Gentlemen:—From your favor of the 13th inst., it appears that the Minnesota & International Railway Company was organized under the laws of this state on July 16th, 1900, and absorbed the Brainerd and Northern Minnesota Railroad Company running from Brainerd to Bemidji, on July 1st, 1901, and that the road from Brainerd to Black Duck is now known as the Minnesota & International Railway.

I understand the latter company constructed the line from Bemidji to Black Duck. You also state that you are in receipt of a gross earnings tax from this company estimated on the basis of two per cent on the line from Brainerd to Bemidji, and one per cent upon the line constructed by the Minnesota & International Railway Company from Bemidji to Black Duck.

Replying to your inquiry, it seems to me clear, under the ruling of the Supreme Court in Minneapolis & St. Louis R. R. Co. vs. Koerner, 85 Minn. 149, considered in the light of the statutes applicable to the facts presented in your communication, that a one per cent tax upon the gross earnings at this time on the line from Bemidji north to Black Duck. is the amount required by law to be paid.

Yours truly,
W. B. DOUGLAS,
Attorney General.

TAXATION SPLIT ROCK NORTHERN RAILWAY.

Railroad and Warehouse Commission.
May 4th. 1903.

Hon. W. B. Douglas, Attorney General, City.

Dear Sir:—Enclosed please find correspondence with the Split Rock Lumber Company of Duluth, Minnesota.

Will you kindly advise the Commission if in the opinion of your Department this company should be permitted to report its gross earnings through this department for the purpose of taxation, or should they be required to pay on taxes ad valorem basis.

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It would seem from this correspondence that they report through this office really to escape taxes. The amount does not signify but little.

Yours truly,

C. F. STAPLES.

Commissioner.

Office of the Attorney General.

St. Paul, May 8th, 1903.

Railroad and Warehouse Commission,
St. Paul, Minn.

Gentlemen:—I have examined the correspondence and information contained in your communication of May 4th, in the matter of the railroad operated by the Split Rock Lumber Company of Duluth, and would say that, in my opinion, this property should be taxed as ordinary property and not upon the gross earnings basis.

I herewith return your enclosures.

Yours truly,

W. B. DOUGLAS,

Attorney General.

INCREASE OF CAPITAL STOCK BY FOREIGN R. R. CORPORATION.

Railroad and Warehouse Commission.

Dec. 5th, 1902.

Hon. W. B. Douglas, Attorney General, City.

Dear Sir:—The Commission desires your opinion upon the following questions:

Does Chapter 265 of the General Laws of 1887 apply to a railroad company incorporated under the laws of another state, who build in this state and file their articles of incorporation with the Secretary of State under the provisions of Chapter 235 of the General Laws of 1889? and would such corporation, if it desired to increase its capital stock have to apply to this Commission for authority to do so?

Yours truly,

IRA B. MILLS, Chairman.

Office of the Attorney General.

St. Paul, Minn., Dec. 9th, 1902.

Hon. Ira B. Mills, Chairman, Railroad and Warehouse Commission.

Dear Sir:—I beg to acknowledge receipt of your favor of December 5th, in which you enclose an opinion of the Attorney General upon the following questions:

Does Chapter 265, General Laws 1887 apply to a railroad company incorporated under the laws of another state who build in this state and file their articles of incorporation with the Secretary of State, under the pro-

visions of Chapter 235 of the laws of 1889, and would such corporation, if desiring to increase its capital stock, have to apply to this Commission for authority to do so.

Said Chapter 265 is entitled: "An act relating to the proceedings of railway companies desiring to increase their capital stock."

Section one of the act provides that whenever *any* railroad company shall desire to increase its capital stock, it shall apply to the Railroad and Warehouse Commission in writing, requesting the consideration of the Commission as provided by law.

Section three of the act provides that *no* railroad company shall increase its capital stock, except by special authority of the Railroad and Warehouse Commission as in said act provided.

It will be noticed that the language of this act is general and is not limited to companies organized under the laws of Minnesota.

Chapter 235 of the General Laws of 1889 is an act entitled:

"An act to authorize railroad companies organized under the laws of other states, to build and extend their line or lines of railway into, through or across the State of Minnesota, and to provide for their incorporation in this state and to define the meaning of the term gross earnings as applied to such companies."

Section one of this act provides that "any railroad company organized under the laws of other states is authorized, upon being incorporated in this state as hereinafter provided, to build and maintain its road, and that upon such incorporation, it shall become entitled to all the powers, franchises, immunities and privileges, and be subject to the same liabilities, as railroad companies organized and incorporated under the general laws of the state."

In the case of *State vs. Sioux City & Northern Railway Company*, 43 Minn. 17, it was held, that the authority conferred upon foreign railroad companies by the act of 1889, was not a mere statutory license to transact business in the state, but was in effect a re-incorporation; that upon a foreign railroad company complying with the act it was placed upon the same footing as a domestic corporation within the state; that as to the rights, privileges and immunities such foreign railway corporation was entitled to enjoy, and the liabilities and duties it was required to meet within the state, it occupied the same position as a domestic corporation primarily brought into being by the Minnesota laws; that within the state it had no greater rights and privileges, and could claim no greater immunities than such domestic corporation; and that the requirements of the law as to a domestic railway company were incumbent upon a foreign company re-incorporating under the 1887 act.

The case cited above arose upon the payment of incorporation fees by a foreign railway corporation organized under the laws of the state of Iowa. The court held that the provisions of the Minnesota statutes requiring the payment of incorporation fees for domestic companies applied to the case of a foreign company, on the theory that upon its re-incorporation it became, to all intents and purposes, a domestic concern.

Such being the decision of the court upon the facts in that case, I see no escape from the conclusion that a foreign corporation, having accepted the

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provisions of the Minnesota laws and desiring to increase its capital stock, must meet the same requirements as the domestic company and obtain the permission of the Railroad and Warehouse Commission as provided by law.

Yours very truly,

W. J. DONAHOWER,
Asst. Atty. General.

MINNESOTA TRANSFER RAILWAY, PASSENGER SERVICE.

Railroad and Warehouse Commission.
Feb'y. 26, 1903.

Hon. W. B. Douglas, Attorney General,
State Capitol, City.

Dear Sir:—I enclose you correspondence relating to complaint and petition of citizens of New Brighton, with reference to inadequate train service, between that point and Como Crossing, on the Minnesota Transfer Railway.

The result of bringing this matter to the attention of the Railway Company has been that they entirely abandoned the service instead of improving it, and justify their action on the ground that their Articles of Incorporation do not provide for a passenger service.

The Commission would be glad to have an opinion from you as to whether or not they can be compelled to restore and maintain an adequate service between the points mentioned.

An early reply will be appreciated.

Yours truly,
A. C. CLAUSEN, Secretary.

Enclosures.

Office of the Attorney General.
St. Paul, March 19, 1903.

Railroad and Warehouse Commissioners, City.

Gentlemen:—In reply to your inquiry of the 26th ult. as to the duty of the Minnesota Transfer Railway Company to re-establish its passenger service on the line of its road between New Brighton and Como Crossing, I beg to say:

I find by an examination of the articles of incorporation of the Minnesota Transfer Railway Company that it is organized for the purpose of acquiring, constructing, maintaining and operating for hire, railway lines and tracks in the counties of Hennepin and Ramsey, for the purpose of connecting the various lines of railway running in outside counties *and of transferring freight between said railways, and for the purpose of delivering and receiving freight to and from stock yards and other industries* situated in said county, and of acquiring, constructing, maintaining for hire, one or more stock and transfer yards for the purpose of receiving, caring for and handling live stock, and for the construction, operation and maintenance for hire of warehouses and other buildings necessary for the proper conduct of its business.

This railway company was incorporated in (—), and in 1898 succeeded to the business of the Minnesota Transfer & Belt Line Company, by a purchase of its line of railway and property and shares of stock. The charter of the Minnesota Transfer & Belt Line Company provided in substance, that the company should, among other lines of business, carry on the business of a common carrier of freight and passengers.

From information furnished this Department, it appears that the said Minnesota Transfer & Belt Line Company did, from the time of its incorporation up to the time of the sale of its lines and property to the Minnesota Transfer Railway Company carry on the business of a common carrier of freight and passengers, and that the Minnesota Transfer Railway Company after its said purchase in 1898, continued the public service as a common carrier of freight and passengers; that on the 1st day of February, 1903, the passenger service was discontinued. It further appears from information offered by the Commissioners and by representatives of the Minnesota Transfer Railway Company, that the passenger service instituted by the Minnesota Transfer & Belt Line Company and continued by the Transfer Company, consisted in one passenger coach attached to a freight train operating at somewhat irregular intervals, between the points above named. There has never been a passenger service by separate train by either the Belt Line Company or its successor, the Minnesota Transfer Railway Company.

The measure of the powers of a corporation is its charter. This I think can be stated to be the general rule, although oftentimes the charters of corporations do not specify all that the corporation may lawfully do. The powers, rights and privileges not expressly granted to a corporation but incident to the exercise of the expressed powers, may, under certain circumstances, be exercised; but the charter of the Minnesota Transfer Railway Company expressly defines what the powers and business of the corporation shall be and confines the exercise of its corporate powers and business operation to a freight transfer business and stock and transfer yards. The operation of a railway passenger service is not necessary to the exercise of the corporate powers of the company, nor is it an incident to the employment thereof or the prosecution of its business; but in law is a separate and distinct public service with well defined duties and liabilities, and no railway corporation should be deemed to have the power to carry on the business of a common carrier of passengers, except such business be within the charter powers.

I therefore give it as my opinion that the Minnesota Transfer Railway Company is not a common carrier of passengers, and is not subject to the jurisdiction of the Railroad and Warehouse Commissioners or any order issuing therefrom requiring the company to reinstate the passenger service over its line.

The files are herewith returned.

Yours very truly,

W. J. DONAHOWER,
Asst. Atty. General.

ELIGIBILITY OF SENATORS AND REPRESENTATIVES TO POSITIONS
IN THE INSPECTION AND WEIGHING DEPARTMENTS.

Railroad and Warehouse Commission.

June 12, 1903.

Hon. W. B. Douglas, Attorney General, City.

Dear Sir:—I would like your personal opinion as to whether Section 9, Article 4 of the Constitution of this State prohibiting Senators and Representatives during the time for which they are elected from holding office under authority of the state, applies to appointees in the grain service under this Commission. In other words, will it be constitutional to appoint a senator or representative as weigher or inspector.

Yours truly,

IRA B. MILLS, Chairman.

Office of the Attorney General.

St. Paul, June 19, 1903.

Hon. Ira B. Mills, Chairman Railroad and Warehouse Commission.

Dear Sir:—Under date of the 12th inst., you inquire my opinion as to whether Section 9, Article 4 of the Constitution of this State, which prohibits senators and representatives from holding other offices under the authority of this state, during the term for which they are elected, applies to the positions of weigher and inspector, appointments to which are made by your Board.

I find that the positions of weigher and inspector are designated by statute, the duties in part prescribed, and each weigher and inspector appointed by your Board is by law required to take an oath of office and execute a bond to the State of Minnesota for the faithful performance of the duties of his office. Under a uniform line of decisions, each would be deemed an officer of the state within the meaning of said Section 9 of Article 4.

I am therefore of the opinion that a representative or senator is ineligible to hold either of these offices during the period for which he was elected. See *State vs. Sutton*, 63 Minn. 147, in which it was held that the prohibition contained in Section 9 of Article 4 of the Constitution applied to appointive officers.

Yours truly,

W. B. DOUGLAS,
Attorney General.

REPORT RAILROAD AND WAREHOUSE COMMISSION.

SUPREME COURT DECISIONS.

TWENTIETH AVENUE DEPOT CASE, DULUTH.

State of Minnesota, Supreme Court, April Term, A. D. 1903. No. 19.

State ex rel. Railroad and Warehouse Commission, Respondent vs. Northern Pacific Railway Company, Appellant.—Syllabus.

The charter of the Lake Superior and Mississippi Railroad Company authorized the company to construct and maintain a railroad to commence at some convenient place within the State of Minnesota at the west end of Lake Superior, and thence running by the most feasible route within this state to some point on the Mississippi river. The St. Paul & Duluth Railroad Company succeeded to the interests of the chartered company and in 1900 transferred its franchises, road and property to the Northern Pacific Railway Company, appellant, which company assumed all of the obligations of the grantor then existing in favor of the State of Minnesota, the people of the state and the Board of Railroad and Warehouse Commission. Appellant's contract of purchase also stated that the terminal facilities at Duluth should never be less adequate than at the date of purchase.

Thirteen years prior to the purchase, a station had been established at Twentieth avenue in Duluth, which was continually maintained as such, with an agent, and a regular freight and passenger business conducted therein, and all passenger trains, with one exception, stopped there for the accommodation of passengers. Twentieth avenue was a center of business and population about one and three-tenths miles from the Union Depot in Duluth, and that portion of the city was somewhat cut off from the main portion, contiguous to the Union Depot. After the purchase appellant closed the station and ran all of its passenger trains via West Superior, Wisconsin, leaving the main line in Minnesota at a point about six miles from the Union Depot and returning again by Rice's Point into the Duluth Union Depot.

In an action in mandamus by the Railroad and Warehouse Commission to compel appellant to open and maintain the station, and to run all of its passenger trains via that station on the Minnesota side: Held.

1. The finding of the trial court is sustained by the evidence that the business community in the vicinity of the Twentieth avenue station has been seriously affected by the closing of the station; that the traffic facilities and terminals, as enlarged and improved by appellant since the purchase of the road, have not inured to the benefit of the special locality in question, within the meaning of the obligations assumed by the contract of purchase, and the facts as found sustain the order of the court that appellant be required to reopen and maintain such station, with an agent therein, as formerly.

2. Under the charter appellant is required to operate and maintain the original line of road between St. Paul and the Union Depot in Duluth, within the State of Minnesota, as its main line, whereon shall be conducted the substantial part of its passenger business between such terminals and intermediate points. But the charter does not necessarily require that all passenger trains be so operated. If the people of the State of Minnesota, St. Louis County, the City of Duluth and special localities peculiarly situated are furnished with reasonably adequate accommodations, the charter permits any reasonable adjustment of the trains which will at the same time serve the interests of the public having business relations with West Superior, subject to the qualifications that the railroad shall remain at all times under the jurisdiction of the State of Minnesota. What constitutes such reasonable adjustment is a question of fact for the determination of the Board of Railroad and Warehouse Commission, and it follows that if necessary to operate the road within the rule above stated, then all of the trains may be required to run on the Minnesota side.

3. Appellant's grantor, the St. Paul & Duluth Railroad Company, up to the time of the purchase had always operated its trains on the Minnesota side by way of the Twentieth avenue station, constituting that road its main line for through traffic and passenger service. Prima facie, such arrangement was necessary and was made with the approval of the Railroad and Warehouse Commission, and since appellant transferred its trains by way of West Superior, as a strict matter of right, without making application to the Commission for a reasonable adjustment, the decision of the trial court was correct in ordering the original system of running trains to be reinstated.

Order affirmed with directions to the trial court to grant a reasonable stay before judgment is entered within which time appellant may, if so advised, make application to the Board of Railroad and Warehouse Commission for modification of the original plan of operating its passenger trains.

State of Minnesota, Supreme Court, April Term, A. D. 1903. No. 19.

State ex rel. Railroad and Warehouse Commission, Respondent vs. Northern Pacific Railway Company, Appellant:—Opinion.

Mandamus proceedings brought by the Railroad and Warehouse Commission to compel the Northern Pacific Railway Company to maintain a station, with an agent, at Twentieth avenue in the City of Duluth, and to run all of its through passenger trains between St. Paul and Duluth by the Twentieth avenue station instead of leaving the main line at Grassy Point in the City of Duluth and going over St. Louis Bay to the City of West Superior and then back to the Union Depot in Duluth by way of Rice's Point.

In order to a comprehensive understanding of the case it is necessary to state the facts in detail. They mainly appear in the findings of the trial court, and so far as pertinent are as follows: The Lake Superior and Missis-

issippi Railroad Company was a corporation incorporated and chartered under the provisions of Chapter 93 of the Special Laws of the Territory of Minnesota for the year 1857, which is Ch. 1, Special Laws of Minnesota for the year 1861. Those acts contain the following provisions: "To survey, locate, construct, maintain, use and operate, and at pleasure to alter the line thereof, a railroad with one or more tracks or lines of rails, to commence at some convenient point or place within the State of Minnesota at the west end of Lake Superior and running thence by the most feasible route within this state to some point on the Mississippi." By act of United States Congress, approved May 5, 1864, every alternate section of public lands of the United States, not mineral, to the amount of five alternate sections per mile on each side of the railroad on the line thereof, within the State of Minnesota, was granted to the state to aid in the construction of a railroad from St. Paul to Lake Superior. The grant was accepted by the state and conveyed to the Mississippi Company, which company accepted the grant and constructed and operated the line of road from St. Paul to Duluth at the head of Lake Superior wholly within the State of Minnesota. The St. Paul & Duluth Railroad Company was incorporated and organized under the provisions of Chapter 30, General Laws of Minnesota 1876, and pursuant to the provisions of that act the company succeeded to all of the rights, powers and privileges of the Mississippi Company, and became the owner of the line of railway together with the land grant, and became subject to all of the duties, requirements and liabilities of the Mississippi Company to maintain its railroad, as provided in the original charter of that company. From the time of acquiring such road and up to the sixteenth day of June, 1900, the St. Paul & Duluth Company operated the same between St. Paul and Duluth, maintaining a station at Twentieth avenue west, and running all of its passenger trains over the line terminating at the Union Depot in Duluth, and constructed a branch line of railroad from a point on its main line about six miles west of the Union Depot, across St. Louis River to the City of Superior, Wisconsin, and ran trains thereon for the purpose of connecting the City of Superior with the trains upon the main line within the State of Minnesota, and at no time ran any of its through trains to the Union Depot in Duluth by way of the branch and the City of Superior.

The appellant, the Northern Pacific Railway Company is a corporation organized under the laws of the State of Wisconsin, and on the 16th day of June, 1900, purchased the charter, franchises and all of the property of the St. Paul & Duluth Company, thereby succeeding to all of its rights and liabilities. After such purchases the State of Minnesota commenced an action against the appellant company and the St. Paul & Duluth Company in the district court of Ramsey county, Minnesota, for the purpose of setting aside the sale, upon the ground that the purchase and transfer was contrary to the laws of the State of Minnesota, and as a result of such action, while the same was pending, on or about the 12th of September, 1900, the appellant company entered into a contract in writing, reciting the history of the companies, their organization, the purchase, the commencement of the action, and agreed and covenanted that it held the railway so purchased from the St. Paul & Duluth Company, subject to all the public obligations in favor of the state, the people of the state, or the Board of Railroad and Warehouse Commission, which would exist with respect to such

railways and traffic had such sale not been perfected, and the contract contained the following provisions: "The said Northern Pacific Railway Company further covenants and agrees that it will forever operate and maintain the said line of railway wholly within the State of Minnesota between the cities of St. Paul and Duluth, with a branch to Minneapolis in connection with the terminals hereinafter referred to..... and will forever maintain and operate for the benefit of the people of Minnesota and the Northwest, first class, competent and adequate terminal tracks, yards and appurtenant facilities in Minnesota or on Lake Superior in Duluth and its vicinity for the transfer from boats, and other connecting carriers, and the receipt and shipment over the former St. Paul & Duluth lines, the Northern Pacific lines, and its connections, of all freight originating at the head of the lakes or coming into the state from outside, and the transfer to boats and other connecting carriers and the receipt and shipment of all freight shipped to the head of the lakes or via the head of the lakes out of the state; that said terminal tracks, yards and facilities so to be maintained shall never be less sufficient or adequate than the terminals at present operated by the Northern Pacific Railway Company in and about Duluth; and that the people of the State of Minnesota shall always have as favorable rates on incoming and outgoing freight to, from, through or via Duluth as are given by the Northern Pacific Company on similar freight, to, from, through or via Superior, West Superior, or any point on the Northern Pacific lines in Wisconsin. In all questions arising as to the reasonableness of rates over the said railways so heretofore purchased by the Northern Pacific Railway Company from the St. Paul & Duluth Railroad Company, the lines so purchased shall be treated as a distinct and separate entity."

The Twentieth avenue station was established by the St. Paul & Duluth Company about thirteen years prior to the purchase of the railroad by the appellant company, and was always maintained as a station with an agent, and a regular freight and passenger business was conducted, and all of the passenger trains, with the exception of one known as the Duluth Limited, stopped at the station for the purpose of accommodating passengers.

It was found by the court that during this period a center of business and population grew up around the station, and that for some time prior to September 12, 1900, and at that time more than one hundred places of business, including stores, wholesale and retail, and factories, were located in the immediate vicinity and that about eight thousand people existed in the locality adjacent thereto, depending to a large extent for the transportation of business upon the facilities extended at such station: that this station is located about one and three-tenths miles west of the Union Depot, and that part of the city is to some extent isolated from the portion in the vicinity of the Union Depot and the large freight houses of appellant company as now located and that during all of such time that part of the city contiguous to the Twentieth avenue station was to a large extent a separate community.

After the purchase of such railroad appellant maintained the station until the seventh day of October, 1900, at which date it ceased to run the passenger trains then operated on the main line over that part of its line, but ever since such date has continued to run its passenger trains operated between the City of Duluth, St. Paul and Minneapolis, and other stations upon its main line, by leaving the main line at Grassy Point, six miles west of the

station and running thence over the branch line above described to the City of West Superior, thence by way of Rice's Point back to Duluth to the Union Depot, and has only operated one mixed train daily each way between the Union Depot and the Village of Fond du Lac, some sixteen miles distant, over that part of the line passing Twentieth avenue. In the month of May, 1901, the Twentieth avenue station was abandoned, and at no time since such date has any station or facilities for the accommodation of freight and passengers been established at that point, except that freight in car lots has been received and accepted upon the side tracks in that vicinity, and the court also found that since such purchase appellant company has greatly improved and enlarged its freight houses situated on and near Fifth avenue west in Duluth, and has greatly increased its terminal facilities in that vicinity, and expended large sums of money in the improvement and extension of its terminal tracks and yards upon Rice's Point in Duluth, but that neither the large freight houses and facilities for handling freight, nor improvements to the terminal tracks or yards of the railway company upon Rice's Point are of any special benefit to the separate business community tributary to the Twentieth avenue station, and notwithstanding such improvements the abandonment of that station rendered the terminal facilities of the appellant company in and about Duluth less sufficient and adequate than those operated by that company on September 12, 1900, within the meaning of the contract of that date.

Appellant assigns as error the conclusion of the trial court that the appellant is not operating passenger trains between St. Paul, Minneapolis and Duluth wholly within the State of Minnesota, nor between the west end of Lake Superior and the Mississippi river in such state, and is thereby violating the obligations imposed by Chapter 1, Special Laws 1861, as well as the provisions of the contract referred to, and that such contract required the construction and operation of such railroad wholly within the state; that the court erred in refusing to find to the effect that the terminal tracks, yards and facilities in the vicinity of Lake Superior in Duluth for the transfer and connection of passengers and freight over such road and the lines of appellant company has been greatly extended, enlarged and improved since September 12, 1900, and at the time of the commencement of this proceeding were as sufficient and adequate as they were on September 12, 1900, and erred in refusing to receive certain testimony tending to show that the result of such improvements and terminal facilities at Duluth were more adequate for the public necessities than they were at the time such station was closed.

There are two principal questions before the Court. 1—Is appellant required to reopen the Twentieth avenue station and maintain an agent there as formerly? 2—Can appellant be required to run all of its passenger trains between St. Paul and the Union depot at Duluth by way of the east side of St. Louis Bay, passing by Twentieth avenue station? It is clear that whatever obligations the St. Paul & Duluth Company were under to maintain the Twentieth avenue station, the appellant company has assumed them by virtue of the contract referred to, and is not relieved from the duty unless it appears that the conditions in reference to terminal facilities and accommodations have in the meantime so changed that it would be an unreasonable burden upon the appellant to maintain the same. Appellant

seeks to justify its course in closing the station upon the ground that it has furnished more adequate facilities at its terminal yards and freight houses at Fifth avenue and on Rice's Point, so that the patrons of the road formerly doing business at the Twentieth avenue station can now readily be accommodated at the general freight house and offices of the company, and that the contract wherein appellant agreed that the terminals, etc., should never be less sufficient or adequate than formerly operated by it in Duluth, should not take into account accommodations or facilities existing at the Twentieth avenue station, but have reference to accommodations and facilities generally at the terminals and freight houses of appellant company at Duluth, and therefore, since it appears that such terminals and means of caring for business have been very largely developed and increased since the contract was made, the contract has been complied with. In this respect we agree with the trial court that the contract was entered into by appellant for the purpose of determining a controversy which was then pending between the state and the company, and it is evident from the nature of the agreement and its recitals that the purposes sought to be attained in that suit by the Railroad and Warehouse Commission was to preserve intact the then existing means and accommodations of doing business with the company. The maintenance of the Twentieth avenue station for the accommodation of the people in that vicinity was reasonably in mind when that contract was executed. The finding of the court that the increase in the general facilities and methods of handling business at the terminals, and the freight houses on Fifth avenue, did not inure to the benefit of that portion of the community formerly doing business at the Twentieth avenue station, is sustained by the evidence. Those general facilities may accommodate the people of Duluth in a general way, and inure to the benefit of all the patrons of the road, including the Twentieth avenue business center but by comparing the means open to them to transact business with the company at the time when the station was closed in 1900 with the conditions which existed at the time of the trial it is evident that such locality is not so well served as formerly. That community is unable to take advantage of the increase in the general facilities without being put to the inconvenience of delivering and receiving freight at a greater distance by about one and a half miles than formerly, and the special benefit conferred upon them by such improvements is not sufficient to take the place of those special advantages of which they were deprived. We do not wish to be understood as holding that at all times the peculiar and special privileges enjoyed by a local community will outweigh the general inconvenience and loss to the general public and the railway company incident to maintaining the privilege. The time may come when the terminals, yards, freight houses and connections of the company may be so extended as to practically make it necessary to discontinue the Twentieth avenue station. But the evidence offered did not tend to show that such condition existed at the time of the trial.

The finding of the court to the effect that the business community in the vicinity of Twentieth avenue station has been seriously affected by the closing of that station is sustained by the evidence, and since it was contemplated by the contract executed by appellant that it would maintain the station for the accommodation of that community, it follows that the conclusions of the court upon this branch of the case were correct.

II.

It is claimed by appellant that inasmuch as Grassy Point is within the limits of the City of Duluth and located upon the bay or river, which is to some extent navigable, it is complying with the charter in operating trains between St. Paul and from the point where the branch line starts for Superior. The requirement of the original charter is that they shall commence at some convenient point or place within the State of Minnesota at the west end of Lake Superior. We hold that the St. Paul & Duluth Railroad Company construed the charter in this respect when it constructed the road and located its terminus at the point on Lake Superior, now known as the Union Depot. Having located the station and terminal facilities in that vicinity on the Bay of Duluth, the main harbor of Duluth, it will not at this time be permitted to change its terminus and thus deprive the people in Duluth, and the public, of the benefits which have accrued during all these years. If appellant is now permitted to call Grassy Point its northern terminus simply because technically that location is within the meaning of the charter, that is, a point upon a navigable portion of a bay of Lake Superior in the City of Duluth, then there can be no reason why the road should not be permitted to abolish its terminals and station at the Union Depot entirely, and not run any of its trains beyond Grassy Point. For like reason, in the course of time, it would be permitted to move its base of operations further west, from time to time, to the city limits.

Railroad traffic is naturally divided into two classes, passenger and freight, but the method of running freight trains is not involved in the present controversy, no change having been made in that respect since appellant purchased the road. The decision of the trial court is apparently based upon a strict construction of the charter, and it was held that by its terms appellant is required to operate all its passenger trains, without exception, over the Twentieth avenue line. On the other hand it is submitted by appellant that the true and only feasible construction arises from a consideration of the general purposes to be accomplished by the company rather than from the technical meaning of the language of the charter; that at most all that could be claimed by the center of population and business at the station in question is that a reasonable passenger service be maintained; that the running of a mixed passenger and freight train each way daily from the Union Depot to Fond du Lac constitutes reasonable service, but that in any event a new trial must be granted because that question was not determined by the trial court. Railroads are constructed and operated for the dual purpose of providing a reasonably profitable return on the capital invested, and also, so far as practicable and reasonable, to accommodate the public demands for transportation facilities. In this case such demand is not necessarily limited to the citizens of Duluth, St. Louis County, or the State of Minnesota. A large percentage of the passenger business conducted by appellant is between St. Paul, Minneapolis and West Superior, and persons having occasion to pass between those points have an interest as part of the traveling public which may be taken into account. If that portion of the public traveling between the Twin Cities and Duluth proper are accommodated in an effective manner, it is immaterial whether they are carried over the Twentieth avenue line or by way of West Superior? And further, if the public interests generally in

Duluth and St. Louis county are furnished ample and efficient means of transportation, is there any reason why similar interests in West Superior should not be incidentally accommodated at the same time and by the same means? And if the business interests and population centered about the Twentieth avenue station have at their command a passenger service reasonably adequate under all the circumstances, considering other means of transportation, why should more be demanded, especially if by acquiescence therein other interests, public and private are made to suffer?

In our judgment, what constitutes reasonable passenger service at the Twentieth avenue station is a question of fact, and the charter does not necessarily require all passenger trains to run that way. The charter contemplates a road to be built and operated for both freight and passenger business within the State of Minnesota. The evident object is to insure the continual enjoyment of the privileges established from time to time for the Minnesota public and to place the control of the road under the dominion of Minnesota law. The state reserved the right to control and supervise the arrangement and distribution of business and determine for itself when the service was adequate at the terminal points along the line of road within the state. If appellant were permitted to transfer the main part of its business, passenger or freight, from the main line within the state, as provided by the charter, to another line through another state, serious questions would arise as to whether the road had not passed from the state to federal jurisdiction. What changes may be made within the principles here discussed is not now before us. It is a question for the Commission to decide, and we assume that the matter will be given a full and fair consideration when properly brought before that body.

It is clear that appellant is not now using the original line between West Duluth and the Union Depot as its main line for passenger service. By the present arrangement that part of the system has been practically abandoned with hardly a respectable effort to keep up appearances by running a mixed train to and from Fond du Lac. It appears from the record that the change was made and insisted upon as a strict matter of right and without seeking a construction of the charter from the commission or the court, and without application to the Commission for some reasonable adjustment. The conclusion of the court below was apparently based upon a strict construction of the charter language. We accept the decision as correct, although the proper reason was not assigned. The St. Paul & Duluth Railroad Company had always operated its trains on the Minnesota side, and had made a practical construction of the charter and it must be assumed that such arrangement was with the approval of the Commission. If then under such conditions appellant arbitrarily changed all of its trains, as above stated, and abandoned the main line within the state, without recognizing the jurisdiction of the Commission, without applying for a relaxation of the rule as then in force, and without any hearing upon the subject, it was proper that the writ issued to compel a re-instatement of the former method of running the trains. By virtue of the charter stipulations and under the evidence the railway must be maintained and operated from Duluth to the Mississippi river wholly within this state, unless the state shall otherwise consent by its railway commission. Appellant is in no position to complain of the trial court's decision as being arbitrary and not based upon a consideration of the reasonableness of the services rendered.

The order of the trial court is affirmed with directions to the trial court to grant "a reasonable stay before judgment is entered, within which time appellant may, if so advised, make application to the Board of Railroad and Warehouse Commission for a modification of the plan of running trains originally in force by the St. Paul & Duluth Railroad Company."

LEWIS, J.

I assent to the conclusion that the order of the trial court must be affirmed. I place my concurrence upon the broad ground that the defendant is legally bound to operate the line of railway which it acquired from the St. Paul & Duluth Railroad Company, and run the whole road, as one continuous line wholly within the State of Minnesota, unless the state shall otherwise agree. I am of the opinion that the question of what is a reasonable operation of the line is not the test of the defendant's duty to operate the line wholly within this state. The defendant is subject to the same burdens and obligations as to the railway line in question as its grantor was. Now the state and the original company agreed, as to what would be a reasonable operation of the road and what the interests of the state demanded, when the charter was granted and accepted. The state by the charter granted to the company franchises of great value and in consideration thereof the company agreed to survey, locate, maintain, use and operate a railway line *within the State of Minnesota* from a point within the state at the west end of Lake Superior to some point within the state on the Mississippi. If this be a fair construction of the charter, and it seems to be, then the defendant must operate the St. Paul & Duluth Railway line as one continuous line wholly within this state until it first obtains permission from the state to do otherwise.

START, C. J.

BLUFFTON DEPOT CASE.

State ex rel. Railroad and Warehouse Commission vs. Northern Pac. Ry. Co.
(Supreme Court of Minnesota. July 24, 1903.)

RAILROADS—STATIONS—REMOVAL—RE-ESTABLISHMENT.

In an application for mandamus, upon the petition of the Railroad and Warehouse Commission to re-establish a station which had been removed by defendant from a point on its line of road, which removal greatly diminishes the facilities for public use, and is not in compliance with the usual statutory requirements for the maintenance of a railway station, *held*:

1. That the superior convenience of a railroad company in the operation of its line of road is not the sole consideration in the establishment or change of station facilities.
2. That the rights of the public, which have become affected, by the use of a railway station, to such an extent that substantial interference therewith would be a disadvantage to the patrons of the company, is an important question, which should not be disregarded.
3. That the question solely of expense in the operation of a station, or the diminution of profits secured therefrom, will not justify the removal or change of a station, if public rights are affected.
4. Facts in this case considered, and *held* to justify an order of the Railroad and Warehouse Commission requiring the defendant to re-establish a

railway station at Bluffton, a village having a population of 100 inhabitants, a general store, with other industries incident to a farming community, which has for more than 15 years depended upon the station for railway facilities and located highways with reference thereto.
(Syllabus by the Court.)

Appeal from District Court, Otter Tail County; L. L. Baxter and D. B. Searle, Judges.

Application by the state, on the relation of the Railroad and Warehouse Commission, for a writ of mandamus to the Northern Pacific Railway Company. Judgment for relator, and defendant appeals. Affirmed.

C. W. Bunn and Emerson Hadley, for appellant. W. B. Douglas, Atty. Gen., and W. J. Donahower, Asst. Atty. Gen., for respondent.

LOVELY, J. Mandamus, upon the petition of the State Railroad and Warehouse Commission, to compel the establishment of Bluffton Station, on defendant's road. The order to locate the station was not complied with, and is now sought to be enforced in these proceedings. Upon the issue joined by defendant's answer the cause was tried to the district court, who made findings of fact upon which the relief demanded was granted. Judgment was entered, from which the railway company appeals.

The material facts determinative of this appeal can hardly be said to be involved in dispute. In 1885 the defendant had located a station at Bluffton, which became and remained a place of considerable importance until 1896, there being at the place a good water power, mills, and general stores, many of which have not been operated since the latter date; its business has materially declined in importance; but defendant continued to maintain its station until the 14th of April, 1901, when it moved the depot building to a point on its road three miles west, where it newly located, and now maintains, a station (with an agent) which was named Dopelius. In place of the building so removed, defendant erected on the site of the former station a much smaller wooden structure of 12x16 feet in dimensions, furnished it with a settee and stove, but has not maintained an agent there, nor stopped local trains only one day in the week, except when flagged to take on passengers or to discharge those who are desirous of getting off. A local freight train stops there on flag two days of each week.

Whether the traffic at Bluffton Station previous to 1895 was lucrative and profitable the record does not disclose, but since 1895, until the station was discontinued, defendant's business did not in the aggregate more than pay half the expense of maintaining the station, and the population had been reduced to 17 families, numbering about 100 persons. There was, however, at the time of the order of the commission, a general store, creamery, and other small industries which are incident to the necessities of the surrounding farming community, although a new general store and other buildings were being constructed. At the time when the business of the station was most profitable to defendant, the principal industry was cutting timber and manufacturing lumber, but, owing to the changes in the settlement of the surrounding country, this business has very substantially declined. In place of the lumbering industries, many persons have settled and opened farms in the immediate vicinity, whose interests depend upon the station facilities furnished, and have been provided for by the laying out of roads

and highways on the north and south of the station, which converge at that point and have become tributary to the same.

The newly established station of Dopelius has only one store, operated by defendant's agent, which was moved by him from Bluffton to Dopelius at the time of the change, and it does not appear that any new highways have been laid out or run to that point to accommodate the adjacent country, nor does it appear that the farming community, if there is any in the vicinity, would be benefited by the new location. In this respect we are bound, in deference to the conclusions reached by the commission and the trial court, to adopt the view that a very considerable tract of farming country, inhabited and utilized for agricultural purposes by over 100 families, is mainly dependent for railroad connections upon the continuance of the former station, and that the change adopted by the defendant would require entirely new arrangements of highways to practically reach a railway station for their accommodation, which would compel the former patrons of Bluffton, who had occupied their farms, built residences thereon, and laid out roads in reliance upon the previous facilities furnished by defendant, to travel a much greater distance than before to obtain them. It also reasonably appears from the evidence that the diminution in the business of Bluffton has ceased, and it has been regaining business importance to a considerable extent. It is not apparent from the record that the defendant solicited leave from the commission to make the change it adopted, and we are required to assume that it did not do so. Defendant's reasons for the change rest entirely upon its convenience in operating its railway. The former station of Bluffton was located near the foot of a 1 per cent grade descending for the distance of half a mile to the west and to a slighter extent from the east, it being claimed that it is more advantageous in the management of its trains to have a station and operator at a point where all trains can be stopped without difficulty from stalling, which would be much better, secured at Dopelius than at Bluffton; but it does not appear that the local trains which were formerly stopped at Bluffton on regular schedule time are retarded or prevented from doing so by this difficulty. The heavy through trains had not previously stopped at Bluffton, and would not be required to do so by the continuance of the station there; neither is it, or could it well be, within the purview of the order to require the defendant to abandon facilities for the stoppage of trains at Dopelius, or for the passage of other trains, and the giving of telegraphic orders at that point; so that, if it should be for its advantage to adopt that course, the practical question involved is whether the convenience of the railway itself can be made the primary and decisive condition upon which the abandonment of the station must depend, and to what extent the interests of the public tributary to the road should affect its action in that respect.

It would seem to be now well settled, upon principles of public policy, that the decisive question in such a case should not be the convenience and benefit of railway companies alone. They undoubtedly have a right to consider their own profit and convenience largely, but also owe duties to the public, for which reasons they have been permitted to establish their roads, and enjoy many substantial privileges depending upon benefits which will accrue to patrons adjacent to their lines, and incidental to the obligations thus imposed must be the duty to treat the public fairly, and furnish them with

reasonable facilities to enjoy the benefits they confer; hence the discontinuance of an established railway station which their patrons have been permitted to use for years, upon the faith of whose location the people of a village and the surrounding country have depended, cannot be determined solely by the consideration whether a railway station is profitable to the road, nor upon its convenience and the adaption of its affairs to the increased advantages and methods of transacting its business, nor by the test whether the continuance of a station will require it to incur increased expense. This wholesome conclusion is supported by authority, and is founded upon equity and reasonable grounds of general utility. *Railway Com'rs vs. Portland, etc., Ry. Co.*, 63 Me. 269, 18 Am. Rep. 208; *People vs. L. & N. R. R. Co.*, 120 Ill. 48, 10 N. E. 657; *People vs. C. & A. Ry. Co.*, 130 Ill. 175, 22 N. E. 857; *Mobile, etc., R. R. Co. vs. People*, 132 Ill. 559, 24 N. E. 643, 22 Am. St. Rep. 556; *State vs. Sioux City & P. R. Co.*, 7 Neb. 357; *Gladson vs. State*, 166 U. S. 427, 17 Sup. Ct. 627, 41 L. Ed. 1064.

It was insisted that the decision in *State ex rel. Comm. vs. M. & St. L. Ry. Co.*, 76 Minn. 469, 79 N. W. 510, requires a reversal of the judgment in this case, but we do not so understand the result therein reached. In that case this court set aside the order establishing a station at Emmons, principally upon the ground that at a point one mile distant on the line of the same railroad there was another fully equipped station furnishing facilities to the inhabitants of Emmons, who might avail themselves of the same, and it was regarded as a needless imposition upon the railway company to require two new stations to be established so near to each other. Again, this is a case of an established station which the action of the railroad company itself had determined to be a necessity, and in the Emmons case a new station was to be located; but here the defendant led the public to act upon their faith in the continuance of the station, and to some extent it would seem as if, when defendant by its own action has determined that a station needed for the convenience of the public should be located, and is maintained for a considerable time, it ought not, after long continuance and use, to deprive those benefited thereby of the same, or supply its place by such diminished facilities as fail to comply with the statutory requirements in that respect.

Judgment affirmed.

CONTENTS OF THE STATISTICAL TABLES FOLLOWING.

Table I. gives the railroad mileage operated by all the roads reporting to this office, exclusive of trackage rights, for the whole line and for the line in Minnesota; also, the number of miles of railroad for each year in Minnesota.

Table II. gives the earnings from operation in Minnesota during the year, passenger, freight and miscellaneous earnings being given separately. This table also gives the gross and net earnings and operating expenses per mile of road of each railroad in the state.

Table III. gives the operating expenses in Minnesota and percentage of operating expenses to gross earnings.

Table IV. gives the number of passengers carried entire line and in Minnesota; and average distance traveled.

Table V. gives the accidents to persons by causes.

Table VI. gives the accidents to persons by railroads.

Table VII. gives the average receipts per passenger per mile for ten years on the several roads.

Table VIII. gives the average amount received from each passenger carried for ten years.

Table IX. gives the average rate per ton per mile for each road for ten years.

Table X. gives the average amount received for each ton of freight carried for ten years.

Table XI. gives the complete income account of each road, showing the gross and net earnings, interest accrued, rentals and taxes paid, net income or deficit, dividends paid, surplus or deficit.

Table XII. gives the amount of stock and debt of each road and average per mile.

Table XIII. gives the cost of road and equipment, cost per mile and Minnesota's proportion on a mileage basis.

Table XIV. gives a description of equipment of each road.

Table XV. gives number and compensation of officers and employees.

Table XVI. gives the percentage of operating expenses to earnings for entire lines for ten years.

Table XVII. gives empty and loaded freight car mileage for entire lines for the years 1902 and 1903.

Table XVIII. gives gross earnings and taxes paid in Minnesota for the calendar years ending Dec. 31, 1901 and 1902, respectively.

TABLE I.—MILEAGE.

MILES OF MAIN TRACK AND BRANCHES OF RAILROADS IN ALL STATES AND IN MINNESOTA, EXCLUSIVE OF TRACKAGE RIGHTS, JUNE 30, 1903.

NAME OF RAILROAD	Total Mileage	Miles in Minnesota	Year	Miles
Canadian Northern Ry.....	†	43.70	1862	10.00
Chicago, Burlington & Quincy Ry.....	8,095.69	23.61	1863	57.00
Chicago, Great Western Ry.....	846.18	145.62	1864	100.00
Chicago, Milwaukee & St. Paul Ry.....	6,832.92	1,147.05	1865	210.00
Chicago, St. Paul, Minneapolis & Omaha Ry....	1,020.89	434.97	1866	315.00
Chicago & North-Western Ry.....	7,327.38	650.30	1867	429.00
Chicago, Rock Island & Pacific Ry.....	5,184.05	235.87	1868	550.00
Dubuque & Sioux City Ry. (Ill. Central).....	757.52	29.99	1869	766.00
Duluth, Missabe & Northern Ry.....	161.33	161.33	1870	1,092.50
Duluth & Iron Range R. R.....	209.54	209.54	1871	1,500.25
Duluth & Northern Minnesota Ry.....	70.00	70.00	1872	1,900.00
Great Northern Ry.....	4,814.90	1,832.25	1873	1,907.25
Iowa Central Ry.....	502.27	*	1874	1,947.25
Minneapolis & St. Louis R. R.....	631.73	378.61	1875	1,957.25
Minneapolis, St. Paul & Sault Ste. Marie Ry....	1,453.28	230.34	1876	1,986.75
Minnesota & North Wisconsin Ry.....	66.40	66.40	1877	2,198.50
Minnesota & International Ry.....	146.67	146.67	1878	2,549.28
Northern Pacific Ry.....	5,567.06	1,022.98	1879	2,941.33
Red Lake Transportation Co.....	14.05	14.05	1880	3,099.32
Willmar & Sioux Falls Ry.....	433.41	133.91	1881	3,217.26
Wisconsin Central Ry.....	982.51	25.32	1882	3,232.93
Wisconsin, Minnesota & Pacific Ry.....	309.25	247.50	1883	3,767.85
			1884	3,908.98
Total		7,250.01	1885	4,226.42
			1886	4,568.36
			1887	4,871.04
			1888	5,042.74
			1889	5,203.07
			1890	5,409.11
			1891	5,527.55
			1892	5,615.77
			1893	5,803.89
			1894	5,912.43
			1895	5,990.78
			1896	5,991.31
			1897	6,086.35
			1898	6,062.69
			1899	6,338.37
			1900	6,794.63
			1901	6,993.63
			1902	7,165.93
			1903	7,250.01

† Not shown.

*No mileage in Minnesota. Line operated by M. & St. L. R. R.

TERMINAL AND TRANSFER RAILWAYS.

NAME OF RAILROAD	Mileage in Minnesota
Duluth Transfer Railway.....	24.00
Duluth Terminal Railway.....	1.82
Minneapolis Eastern Railway.....	2.94
Minneapolis Western Railway.....	1.69
Minnesota Transfer Railway.....	56.00
Winona Bridge Railway.....	.49
Total	86.94

Note—Logging roads, which are not common carriers, are not embraced in above table.

TABLE II.

EARNINGS AND INCOME FROM OPERATION IN MINNESOTA FOR YEAR ENDING JUNE 30, 1903.

NAME OF RAILROAD.	Total Passenger Revenue	Total Earnings from Extra, Mail Extra, Baggage, etc.	Total Freight Revenue	Earnings, Car Mileage, Switching, Stock Yards, etc.	Total Earnings from Operation in Minnesota	Gross Earnings Per Mile of Road	Operating Expenses Per Mile of Road	Net Earnings Per Mile of Road
Canadian Northern Ry.....	\$14,183.23	\$1,412.38	\$112,852.45	\$390.26	\$134,843.31	\$3,099.84	\$1,634.36	\$1,465.49
Chicago, Burlington & Quincy Ry.....	65,318.64	14,581.54	258,733.90	16,365.10	364,398.98	9,217.13	8,288.08	928.46
Chicago, Great Western Ry.....	*357,000.39	64,985.20	996,826.16	12,134.03	1,339,945.77	8,679.49	6,970.76	1,608.72
Chicago, Milwaukee & St. Paul Ry.....	1,898,090.74	699,775.06	6,625,940.28	50,677.06	9,084,483.14	7,970.87	4,139.70	3,831.17
Chicago, St. Paul, Minneapolis & Omaha.....	1,131,291.88	156,534.30	3,003,707.34	71,978.72	4,363,512.24	9,217.97	5,008.23	4,209.74
Chicago & North-Western Ry.....	613,277.25	144,418.94	2,107,899.08	10,208.78	2,905,804.06	4,508.19	3,280.14	1,228.05
Chicago, Rock Island & Pacific Ry.....	158,636.58	22,681.12	440,825.43	7,837.23	629,989.46	2,665.10	2,317.34	247.76
Duluth, Milwaukee & Northern Ry.....	157,141.56	11,788.36	4,934,491.55	13,108.54	5,116,530.01	31,345.52	11,647.88	19,687.64
Duluth & Iron Range R. R.....	239,382.53	21,942.43	5,728,450.99	42,102.89	6,081,573.90	28,786.56	10,750.48	18,036.08
Duluth & Northern Minnesota Ry.....	1,137.60	.....	168,894.53	.....	170,032.18	3,617.70	2,816.75	800.95
Dubuque & Sioux City Ry. (Ill. Central).....	18,068.72	4,016.46	38,893.14	325.00	61,282.81	2,043.44	2,972.37	*928.83
Dubuque Terminal Ry.....	.....	.....	.....	36,142.05	36,142.05	19,855.26	9,222.37	10,635.89
Great Northern Ry.....	2,899,961.64	533,278.34	14,421,444.94	299,965.89	18,134,650.81	9,930.51	3,749.67	6,171.14
Iowa Central Ry.....	7,189.36	824.70	24,817.27	1,671.13	34,503.13	2,791.52	3,897.59	*1,106.07
Minnesota Eastern Ry.....	.....	.....	71,950.32	.....	71,950.52	63,672.85	29,719.75	23,963.09
Minneapolis Eastern Ry.....	689,463.05	102,938.82	1,888,760.24	62,446.50	62,446.50	2,332,636.18	18,049.47	14,014.49
Minneapolis & St. Louis R. R.....	425,352.89	100,801.48	1,824,428.49	151,494.07	2,339,042.27	9,548.79	3,946.01	3,340.58
Minnesota, St. Paul & Sault Ste. Marie.....	1,156.80	.....	202,327.96	6,123.88	209,608.64	3,156.75	4,671.62	4,977.16
Minnesota & North Wisconsin Ry.....	129,978.82	11,512.13	513,288.69	3,908.89	656,688.53	4,964.49	3,509.72	1,454.77
Minnesota & International Ry.....	2,317,975.29	417,972.32	8,524,841.27	493,034.11	11,753,822.99	12,054.21	5,549.08	6,505.13
Northern Pacific Ry.....	.....	.....	13,176.48	.....	13,176.48	1,317.64	1,378.48	*60.82
Red Lake Transportation Co.....	.....	.....	593,541.41	1,100.63	782,828.64	5,846.93	2,700.18	3,146.75
Winona & Sioux Falls Ry.....	166,272.41	21,914.19	693,541.41	15.00	12,533.07	.....	2,003.20	10,529.87
Winona Bridge Co.....	2,512.56	.....	10,005.51	.....	12,533.07	.....	2,003.20	1,342.24
Winona Central Ry.....	44,616.15	8,875.89	175,942.65	1,410.50	232,845.19	5,547.90	1,544.79	1,062.11
Wisconsin Central Ry.....	136,559.09	25,579.69	429,317.33	2,468.86	593,923.47	2,585.65	.....	.....
Wisconsin, Minnesota & Pacific Ry.....	.....	.....	.....	.....	.....	.....	.....	.....
	\$11,504,521.36	\$2,308,223.34	\$52,996,337.95	\$1,322,416.57	\$68,061,499.12	** \$9,335.86	** \$4,430.32	** \$4,905.02

vEarnings and operating expenses in Minnesota for 49-100 of a mile.

xSwitching Roads.

*Deficit.

**Average.

TABLE III.

OPERATING EXPENSES IN MINNESOTA FOR YEAR ENDING JUNE 30, 1903.

NAME OF RAILROAD.	Maintenance of Way and Structures	Maintenance of Equipment	Conducting Trans- portation	General Expenses	Total Operating Expenses in Minnesota	Percentage of Operating Expenses to Earnings
Canadian Northern Ry.....	\$10,553.98	\$13,723.61	\$41,563.77	\$5,245.05	\$71,094.41	52.73
Chicago, Burlington & Quincy Ky.....	84,548.53	64,570.06	122,956.77	46,624.21	318,699.62	89.00
Chicago, Great Western Ry.....	176,148.83	193,423.63	644,918.70	74,198.14	1,088,693.35	81.25
Chicago, Milwaukee & St. Paul Ry.....	1,323,590.73	698,774.43	2,635,546.00	149,142.92	4,718,054.06	51.94
Chicago, St. Paul, Minneapolis & Omaha Ry.....	636,393.02	343,016.66	1,319,212.95	72,125.12	2,370,747.75	54.33
Chicago & North Western Ry.....	409,260.24	339,316.51	1,309,619.54	57,462.73	2,115,659.02	72.81
Chicago, Rock Island & Pacific Ry.....	121,799.10	69,724.37	354,644.93	22,693.82	569,138.22	90.34
Dubuque & Sioux City Ry. (Ill. Central).....	25,770.78	19,334.03	40,893.54	3,149.02	89,138.37	145.45
Duluth, Missate & Northern Ry.....	581,309.33	472,340.07	734,626.53	113,008.41	1,901,284.33	37.34
Duluth & Iron Range R. R.....	583,506.98	628,408.39	993,021.44	72,693.26	2,252,635.07	37.35
Duluth & Northern Minnesota Ry.....	18,525.32	628,408.39	993,021.44	72,693.26	2,252,635.07	78.00
Duluth Terminal Ry.....	15,907.68	40,923.06	10,764.34	2,184.80	132,387.52	46.44
Great Northern Ry.....	1,495,510.17	1,146,893.11	3,988,680.53	312,510.51	6,873,074.22	37.79
Iowa Central Ry.....	5,502.06	4,878.40	3,988,680.53	312,510.51	6,873,074.22	139.62
Minnesota Eastern.....	11,507.57	4,878.40	3,988,680.53	312,510.51	6,873,074.22	69.24
Minneapolis Western.....	1,335.78	2,747.63	2,834.96	3,890.30	46,883.22	59.09
Minneapolis & St. Louis R. R.....	335,898.15	227,953.07	843,367.57	98,500.13	1,553,121.92	54.16
Minneapolis & St. Paul & Sault Ste. Marie Ry.....	172,165.91	174,686.90	737,732.17	48,940.13	1,153,121.92	48.41
Minnesota & North Wisconsin Ry.....	185,040.01	38,698.45	93,453.72	6,830.13	1,153,121.92	85.37
Minnesota & International Ry.....	138,122.22	36,333.90	267,123.20	24,094.79	486,869.30	70.60
Northern Pacific Ry.....	1,278,359.52	804,730.50	3,151,440.34	195,261.61	5,410,792.68	104.61
Red Lake Transportation Co.....	2,295.20	737.95	202,080.44	10,039.64	361,580.02	46.19
Wilmor & Sioux Falls Ry.....	106,514.28	43,636.76	810.60	415.08	2,063.20	76.81
Wisconsin Central Ry.....	29,063.69	23,143.01	109,049.84	10,225.15	176,511.69	76.81
Wisconsin Central Ry.....	104,934.93	41,331.00	203,268.60	6,301.96	364,836.49	56.63
Wisconsin, Minnesota & Pacific Ry.....						
	\$7,612,680.75	\$5,358,499.06	\$17,962,889.23	\$1,338,277.40	\$32,302,296.46	avg. 47.46

TABLE IV.
PASSENGER TRAFFIC FOR YEAR ENDING JUNE 30, 1903.

NAME OF RAILROAD.	ENTIRE LINE			IN MINNESOTA		
	Number of Passengers Carried	Number of Passengers Carried One Mile	Average Distance Carried Miles	Number of Passengers Carried	Number of Passengers Carried One Mile	Average Distance Carried Miles
Canadian Northern Ry.....	13,750,266	967,045,208	•	17,594	594,592	33.80
Chicago, Burlington & Quincy Ry.....	1,933,546	81,432,117	49.51	260,067	3,140,300	12.07
Chicago, Great Western Ry.....	9,586,201	431,261,190	42.12	444,715	18,729,886	42.12
Chicago, Milwaukee & St. Paul Ry.....	2,648,146	138,297,268	43.11	1,364,220	63,204,288	46.33
Chicago, St. Paul, Minneapolis & Omaha Ry.....	20,258,563	602,794,276	52.22	945,912	49,401,392	52.23
Chicago & North-Western Ry.....	9,548,940	438,703,832	29.33	738,755	26,234,390	36.51
Chicago, Rock Island & Pacific Ry.....	1,143,296	49,704,418	45.94	207,296	6,264,270	30.22
Dubuque & Sioux City Ry. (Ill. Central).....	126,008	5,584,144	43.17	53,936	786,833	14.59
Dubuque, Missabe & Northern Ry.....	227,195	8,340,272	44.32	126,008	5,584,144	44.32
Duluth & Iron Range R. R.....	1,896	37,920	36.71	227,195	8,340,272	36.71
Duluth & Northern Minnesota Ry.....	3,804,050	300,783,388	20.00	1,896	37,920	20.00
Great Northern Ry.....	689,624	19,517,578	79.06	2,127,985	129,720,582	60.90
Iowa Central Ry.....	1,044,586	43,320,082	29.15	32,113	369,608	11.51
Minneapolis & St. Louis Ry.....	713,498	68,281,621	41.47	869,271	34,448,615	39.57
Minneapolis, St. Paul & Sault Ste. Marie Ry.....	1,101	38,535	95.03	267,484	19,735,095	73.78
Minnesota & North Wisconsin Ry.....	120,316	3,945,143	35.00	1,101	38,535	36.00
Minnesota & International Ry.....	4,917,814	473,754,272	32.79	120,316	3,945,143	32.79
Northern Pacific Ry.....	277,733	12,332,658	96.33	1,642,329	108,675,583	66.15
Northern Pacific Ry.....	22,890	23,566	44.40	149,778	6,488,935	43.32
Willmar & Sioux Falls Ry.....	1,122,060	63,182,611	1.03	22,890	23,566	49
Winona Bridge Co.....	202,018	5,588,533	56.31	75,238	2,193,782	29.16
Wisconsin Central Ry.....	72,184,725	3,413,968,630	21.33	240,474	5,333,240	22.13
Wisconsin, Minnesota & Pacific Ry.....			avg.	9,837,067	493,290,471	avg. 49.6

*Not given in report.

TABLE V.

ACCIDENTS TO PERSONS IN STATE OF MINNESOTA FOR YEAR ENDING JUNE 30, 1903.

NAME OF RAILROAD.	EMPLOYEES												Passengers		Others, Trespassers and Non-Trespassers		Total Passengers and Others		Grand Total of Passengers and Others			
	Trainmen		Switchmen, Flagmen and Watchmen		Stationmen		Shop-men		Trackmen		Other Employees		Total Employees		Killed	Injured	Killed	Injured	Killed	Injured		
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured								
Coupling or uncoupling	4	55	2	11										6	70					6	70	
Collision	12	59	1	3		1						4	13	18	77		2	78	4	5	6	83
Deraillments and parting of trains	2	40		2								9		2	58		2	43	1	1	3	44
Locomotives or cars breaking down		10													10							
Falling from trains, locomotives or cars	16	71	3	20								7	19	102								
Jumping on or off trains, loco. or cars	1	72		17		1						7	3	99								
Struck by trains, locomotives or cars	2	7	6	5		3	1					23	20	46								
Overhead obstructions	1	17		3								2	1	22								
Handling traffic						10						13		28						1		
Handling tools and machinery												6	1	16								
Handling supplies, etc.												23	1	34								
Getting on or off locomotives or cars at rest	8	144		28		4						5		100								
Other causes																						
Totals	46	476	13	89	1	18	2	132	8	88	8	233	77	1085	11	175	127	119	138	294	215	1379

TABLE VI.

ACCIDENTS TO PERSONS BY ROADS RESULTING FROM MOVEMENT OF TRAINS, LOCOMOTIVES OR CARS IN STATE OF MINNESOTA FOR YEAR ENDING JUNE 30, 1903.

NAME OF RAILROAD.	Trainmen		Switchmen, Flagmen, Watchmen		Other Employees		Passengers		Trespassers		Nontrespassers		Total	
	Killed	Inj'd	Killed	Inj'd	Killed	Inj'd	Killed	Inj'd	Killed	Inj'd	Killed	Inj'd	Killed	Inj'd
C. B. & Q. R. R.	1	14	1	7	3	8	10	3	18	16	4	6	1	1
C. G. W. Ry.	4	31	3	9	2	8	1	8	1	3	2	2	32	73
C. M. & St. P. Ry.	1	11	1	5	1	1	14	1	9	6	2	1	14	46
C. St. P. M. & O. Ry.	2	55	2	13	1	12	3	3	3	2	1	1	12	107
C. & N. W. Ry.	3	3	2	2	2	2	22	2	4	4	3	1	7	10
C. R. I. & P. Ry.	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Dub. & Soo Cy. (I. C. Ry.)	2	30	1	8	7	7	4	4	2	4	3	1	4	45
D. M. & N. Ry.	5	61	1	8	1	6	1	1	1	8	3	5	17	89
D. & I. R. R.	2	5	1	1	1	1	1	1	1	1	1	1	3	2
D. & Nor. Minn. R. R.	3	31	2	19	8	8	4	8	36	8	1	1	55	75
Great Nor. Ry.	10	1	1	1	1	1	1	1	1	1	1	1	1	2
Iowa Cen. Ry.	1	1	1	1	1	1	1	1	1	1	1	1	1	2
Mpls. Eastern Ry.	6	50	1	2	7	7	11	4	4	4	2	3	15	75
M. & St. L. Ry.	4	69	1	3	6	6	6	5	5	3	2	8	9	87
M. St. P. & S. S. M. Ry.	1	1	1	1	1	1	1	1	1	1	1	1	2	7
Minn. & Nor. Wis. R. R.	2	18	1	5	2	2	18	1	1	1	1	1	3	39
Minn. & International Ry.	5	77	2	24	3	23	61	12	23	3	8	11	28	213
Nor. Pac. Ry.	4	4	1	1	1	1	1	1	1	1	1	1	4	4
R. I. Trans. Co.	2	2	1	1	1	1	1	1	1	1	1	1	1	1
Willamr. & S. F. Ry.	6	6	1	1	1	1	1	1	1	1	1	1	1	1
Wis. Cen. Ry.	1	1	1	1	1	1	1	1	1	1	1	1	1	1
W. M. & P. Ry.	6	6	1	1	1	1	1	1	1	1	1	1	1	1
	46	475	12	89	15	97	11	175	105	77	21	38	211	951

TABLE VI.—Continued.

ACCIDENTS TO PERSONS BY ROADS ARISING FROM CAUSES OTHER THAN THOSE RESULTING FROM MOVEMENT OF TRAINS, LOCOMOTIVES OR CARS, IN STATE OF MINNESOTA, FOR YEAR ENDING JUNE 30, 1903.

NAME OF RAILROAD	EMPLOYEES								Total Employees		Passengers		Others		Total	
	Stationmen		Shopmen		Trackmen		Other Employees									
	Killed	Inj'd	Killed	Inj'd	Killed	Inj'd	Killed	Inj'd	Killed	Inj'd	Killed	Inj'd	Killed	Inj'd	Killed	Inj'd
Canadian Nor. Ry.....																
C. B. & Q. Ry.....																
C. G. W. Ry.....																
C. M. & St. P. Ry.....		2		11		8		12		33						
C. St. P. M. & O. Ry.....										4						
C. & N. W. Ry.....		5		1		8		13		27						
C. R. I. & P. Ry.....																
Dub. & Soo Cy. (Ill. C.).....																
D. M. & Nor. Ry.....	1	2		8		5		1	9	2	24					
D. & I. R. R. Ry.....		2		49		26		1	49	1	136					
D. & Nor. Minn. Ry.....																
Duluth Terminal Ry.....																
Great Nor. Ry.....				12		10		1	11	1	33					
Iowa Central Ry.....																
Mpls. Eastern Ry.....																
Mpls. Western Ry.....																
M. & St. L. Ry.....		3		33		2		16	16	54						
M. & St. P. & S. M. Ry.....		2		23		2		9	9	36						
M. & Nor. Wis. Ry.....																
Minn. & Int. Ry.....																
Nor. Pac. Ry.....		2		41		21		9	7	12	73					
St. P. M. & N. Ry.....																
Willmar & S. F. Ry.....						1				1						
Winona B. C. Ry.....																
Wis. Cent. Ry.....									1	1						
W. M. & P. Ry.....																
	1	13		132		83		3	136	4	424				4	4

TABLE VII.—PASSENGER STATISTICS.

AVERAGE RECEIPTS PER PASSENGER PER MILE FOR PASSENGERS CARRIED ON RESPECTIVE ROADS, FOR ENTIRE LINES, FOR TEN YEARS, AS FOLLOWS, VIZ.:

NAME OF RAILROAD.	1894		1895		1896		1897		1898		1899		1900		1901		1902		1903	
	Cents		Cents		Cents		Cents		Cents		Cents		Cents		Cents		Cents		Cents	
Canadian Northern Ry.	2.26	2.78	2.26	2.25	2.24	2.09	2.12	2.17	2.16	2.13	2.38	2.03	2.03	2.03	2.01	2.06	2.06	2.03	2.03	2.03
Chicago, Burlington & Quincy R. R.	2.02	2.19	2.14	2.37	2.27	2.36	2.30	2.33	2.32	2.32	2.30	2.30	2.30	2.30	2.32	2.32	2.32	2.32	2.30	2.30
Chicago, Great Western Ry.	2.38	2.53	2.49	2.06	2.39	2.01	1.95	2.40	2.38	2.34	2.23	2.23	2.23	2.23	2.23	2.23	2.23	2.23	2.23	2.23
Chicago, St. Paul, Minneapolis & Omaha Ry.	2.39	2.61	2.06	2.06	2.06	2.01	1.95	2.00	2.02	2.00	2.02	2.02	2.02	2.02	2.02	2.02	2.02	2.02	2.02	2.02
Chicago & Northwestern Ry.	2.39	2.61	2.06	2.06	2.06	2.01	1.95	2.00	2.02	2.00	2.02	2.02	2.02	2.02	2.02	2.02	2.02	2.02	2.02	2.02
Chicago, Rock Island & P. Ry.	2.39	2.61	2.06	2.06	2.06	2.01	1.95	2.00	2.02	2.00	2.02	2.02	2.02	2.02	2.02	2.02	2.02	2.02	2.02	2.02
Dubuque & Sioux City Ry. (Ill. Cent.)	2.39	2.61	2.06	2.06	2.06	2.01	1.95	2.00	2.02	2.00	2.02	2.02	2.02	2.02	2.02	2.02	2.02	2.02	2.02	2.02
Duluth, Missabe & Northern Ry.	3.31	3.19	3.02	3.02	2.92	3.10	3.14	3.38	3.11	3.02	2.81	2.81	2.81	2.81	2.89	2.81	2.81	2.81	2.81	2.81
Duluth & Iron Range R. R.	2.99	3.08	2.97	2.97	2.80	3.00	3.00	2.83	2.89	2.81	2.81	2.81	2.81	2.81	2.89	2.81	2.81	2.81	2.81	2.81
Duluth & Northern Minnesota Ry.	2.36	2.47	2.59	2.59	2.51	2.13	2.12	2.32	2.22	2.22	2.22	2.22	2.22	2.22	2.22	2.22	2.22	2.22	2.22	2.22
Great Northern Ry.	2.36	2.47	2.59	2.59	2.51	2.13	2.12	2.32	2.22	2.22	2.22	2.22	2.22	2.22	2.22	2.22	2.22	2.22	2.22	2.22
Iowa Central Ry.	2.20	2.35	2.11	2.11	2.02	1.90	1.98	2.02	2.02	2.02	2.02	2.02	2.02	2.02	2.02	2.02	2.02	2.02	2.02	2.02
Minneapolis & St. Louis R. R.	2.07	2.22	2.12	2.12	2.17	1.83	1.88	2.19	2.22	2.17	2.23	2.23	2.23	2.23	2.23	2.23	2.23	2.23	2.23	2.23
Minneapolis, St. Paul & Sault Ste. Marie Ry.	2.27	2.54	2.72	2.72	2.80	2.22	2.28	2.28	2.28	2.28	2.28	2.28	2.28	2.28	2.28	2.28	2.28	2.28	2.28	2.28
Minnesota & North Wisconsin Ry.	2.30	3.24	3.30	3.30	3.17	3.20	3.25	3.03	3.03	2.88	2.63	2.63	2.63	2.63	2.63	2.63	2.63	2.63	2.63	2.63
Minnesota & Int. Ry.	2.27	2.54	2.72	2.72	2.80	2.22	2.28	2.28	2.28	2.28	2.28	2.28	2.28	2.28	2.28	2.28	2.28	2.28	2.28	2.28
Northern Pacific Ry.	2.30	3.24	3.30	3.30	3.17	3.20	3.25	3.03	3.03	2.88	2.63	2.63	2.63	2.63	2.63	2.63	2.63	2.63	2.63	2.63
Willmar & Sioux Falls Ry.	2.27	2.54	2.72	2.72	2.80	2.22	2.28	2.28	2.28	2.28	2.28	2.28	2.28	2.28	2.28	2.28	2.28	2.28	2.28	2.28
Winona Bridge Co.	2.30	3.24	3.30	3.30	3.17	3.20	3.25	3.03	3.03	2.88	2.63	2.63	2.63	2.63	2.63	2.63	2.63	2.63	2.63	2.63
Wisconsin Central Ry.	2.41	2.04	2.22	2.22	2.20	1.97	2.02	2.02	2.02	2.02	2.02	2.02	2.02	2.02	2.02	2.02	2.02	2.02	2.02	2.02
Wisconsin, Minnesota & Pacific Ry.	2.89	2.90	2.62	2.62	2.62	2.62	2.62	2.62	2.62	2.62	2.62	2.62	2.62	2.62	2.62	2.62	2.62	2.62	2.62	2.62

* Not Shown.

TABLE VIII.

AVERAGE AMOUNT RECEIVED FROM EACH PASSENGER CARRIED ON RESPECTIVE ROADS, FOR ENTIRE LINES, FOR TEN YEARS.

NAME OF RAILROAD.	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903
Canadian Northern Ry.....	24	.21	1.11	1.13	1.24	1.33	.88	.....	1.03	.80
Chicago, Burlington & Quincy R. R.....	28	.82	.85	.82	.80	.90	.91	.80	.90	1.01
Chicago, Great Western Ry.....	93	.81	.85	.79	.84	.88	.89	.95	.97	.87
Chicago, Milwaukee & St. Paul Ry.....	1.18	1.13	1.11	1.11	1.15	1.17	1.20	1.23	1.24	.93
Chicago, St. Paul, Minneapolis & Omaha Ry.....	.90	.81	.49	.50	.52	.53	.55	.57	.59	1.19
Chicago & North Western Ry.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.99
Chicago, Rock Island & Pacific Ry.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1.00
Dubuque & Sioux City Ry (Ill. Cent.).....	1.35	1.30	1.33	1.02	1.08	1.14	1.37	1.19	1.20	1.25
Duluth, Missabe & Northern Ry.....	1.31	1.00	1.14	1.12	1.08	1.13	1.10	1.14	1.05	1.05
Duluth & Non Range R. R.....	.....	.....	.....	.....	.....	.....	.....	.38	.45	.80
Duluth & Northern Minnesota Ry.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Duluth Terminal Ry.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Great Northern Ry.....	1.31	1.25	1.73	1.68	1.86	1.87	1.93	1.82	1.60	1.82
Iowa Central Ry.....	.....	.....	.....	.....	.....	.....	.....	.....	1.66	.88
Minneapolis & Western Ry.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Minneapolis & St. Louis Ry.....	.72	.74	.73	.72	.72	.75	.80	.82	.91	.84
Minneapolis, St. Paul & Sault Ste. Marie Ry.....	1.17	1.10	1.71	1.78	1.77	1.75	1.83	1.83	2.08	2.12
Minnesota & North Wisconsin Ry.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1.06
Minnesota & International Ry.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1.03
Northern Pacific Ry.....	1.40	1.86	2.59	2.67	2.94	2.62	2.66	2.13	2.12	2.07
St. Paul, Minneapolis & Manitoba Ry.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Paul, Minneapolis & Willmar Ry.....	1.19	1.11	1.13	1.09	1.16	1.13	1.14	1.17	1.20	1.17
Winona Bridge Co.....	.....	.....	.....	.....	.....	.....	.....	.25	.25	.23
Wisconsin Central Ry.....	.56	.55	1.06	1.07	1.04	1.06	1.10	1.16	1.14	1.15
Wisconsin, Minnesota & Pacific Ry.....	.63	.63	.66	.64	.68	.65	.....	.....	.51	.65

† Not shown.

TABLE IX.—FREIGHT STATISTICS.

AVERAGE RECEIPTS PER TON OF FREIGHT [¢]PER MILE CARRIED ON RESPECTIVE ROADS, FOR ENTIRE LINES, FOR TEN YEARS, AS FOLLOWS, VIZ.:

NAME OF RAILROAD	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903
	Cents	Cents	Cents	Cents	Cents	Cents	Cents	Cents	Cents	Cents
Canadian Northern Ry.....	598	.77	.612	.634	.629	.668	.877	.862	.....	.844
Chicago, Burlington & Quincy R. R.....	900	.....	.....	.....	.....	.....	.....	.....	.....	.861
Chicago, Great Western Ry.....	1,037	1,075	1,093	1,098	.972	.937	.790	.687	.689	.740
Chicago, Milwaukee & St. Paul Ry.....	1.16	1.179	1.127	1.023	.976	.960	.930	.861	.840	.935
Chicago, St. Paul, Minneapolis & Omaha Ry.....	1.11	1.148	1.102	.978	.894	.878	.833	.857	.857	.932
Chicago & North-Western Ry.....	.....	.....	.....	.....	.....	.....	.....	.863	.824	.833
Chicago, Rock Island & Pacific Ry.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,032
Dubuque & Sioux City Ry. (Ill. Cent.).....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.838
Duluth, Missabe & Northern Ry.....	1	.99	.999	.97	.968	.967	.959	.974	.867	1,004
Duluth & Iron Range R. R.....	1.17	1.15	1.146	1.143	1.107	1.076	1.058	1.031	1.041	1.046
Duluth & Northern Minnesota Ry.....	.....	.....	.....	.....	.....	.....	3.353	2.328	2.062	1.613
Duluth Terminal Ry.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Great Northern Ry.....	1.09	1.054	1.019	1.037	.966	.98	.966	.925	.916	.860
Iowa Central Ry.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.867
Minneapolis & St. Louis Ry.....	1.23	1.39	1.328	1.222	1.171	1.19	1.212	1.145	1.235	1.238
Minneapolis, St. Paul & Sault Ste. Marie Ry.....	1.05	1.12	.653	.645	.602	.579	.668	.617	.739	.746
Minnesota & North Wisconsin Ry.....	.....	.....	.....	.....	.....	.....	1.334	1.469	.....	1.328
Minnesota & International Ry.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.529
Northern Pacific Ry.....	1.16	1.179	1.135	1.139	1.066	1.04	.988	.944	.410	.868
Red Lake Transportation Co.....	.....	.....	.....	.....	.....	.....	1.250	1.250	1.250	1.250
St. Paul, Minneapolis & Manitoba Ry.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Willmar & Sioux Falls Ry.....	1.38	1.52	1.626	1.33	1.46	.162	1.574	1.517	1.507	1.536
Winona Bridge Ry.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Winona Central Ry.....	.84	.849	.891	.873	.766	.732	.781	.796	.709	.682
Wisconsin Central Ry.....	1.96	2.04	2.188	2.07	2.113	2.01	.....	.....	1.200	2.223
Wisconsin, Minnesota & Pacific Ry.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

* Not shown.

TABLE X.

AVERAGE AMOUNT RECEIVED FOR EACH TON OF FREIGHT CARRIED ON RESPECTIVE ROADS, ENTIRE LINE, FOR TEN YEARS, AS FOLLOWS, VIZ.:

NAME OF RAILROAD.	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Canadian Northern Ry.....	.18	.20	1.57	1.62	1.55	1.64	1.72	2.03	2.09	2.27
Chicago, Burlington & Quincy R. R.....	.71	.61	.25	.24	2.26	2.61	2.17	2.03	2.01	2.19
Chicago, Great Western Ry.....	1.99	1.81	1.95	1.91	1.73	1.81	1.76	1.74	1.69	2.03
Chicago, Milwaukee & St. Paul Ry.....	1.86	1.83	1.72	1.69	1.66	1.65	1.65	1.68	1.56	1.63
Chicago, St. Paul, Minneapolis & Omaha Ry.....	1.50	1.41	1.43	1.47	1.36	1.34	1.26	1.26	1.15	1.48
Chicago & North Western Ry.....										1.18
Chicago, Rock Island & Pacific Ry.....										2.34
Dubuque & Sioux City Ry. (Ill. Cent.).....	.71	.73	.74	.73	.717	.70	.72	.72	1.53	1.45
Duluth, Missabe & Northern Ry.....	.86	.83	.81	.80	.785	.77	.75	.74	.73	.72
Duluth & Iron Range R. R.....							.32	.29	.31	.31
Duluth & Northern Minnesota Ry.....										
Duluth Terminal Ry.....	2.01	1.96	3.44	3.53	3.62	3.20	3.22	3.39	2.71	2.01
Iowa Central Ry.....										1.06
Minneapolis & St. Louis Ry.....	1.05	1.12	1.25	1.21	1.22	1.21	1.32	1.37	1.30	1.21
Minneapolis, St. Paul & Sault Ste. Marie Ry.....	.69		1.45	1.35	1.23	1.24	.03	1.11	1.41	1.53
Minnesota & North Wisconsin Ry.....								.73	1.39	.38
Minnesota & International Ry.....										.44
Northern Pacific Ry.....	2.31	2.32	3.48	3.36	3.47	3.29	3.06	2.62	2.68	2.55
Red Lake Transportation Co.....							.12	1.25	.13	.13
St. Paul, Minneapolis & Manitoba Ry.....										
Willmar & Sioux Falls Ry.....	1.46	1.25	1.67	1.41	1.65	1.65	1.77	1.89	1.86	1.83
Winona Bridge Co.....										
Wisconsin Central Ry.....	.26	.25	1.10	1.18	1.03	1.03	1.05	1.13	1.13	1.16
Wisconsin, Minnesota & Pacific Ry.....	.79	.75	.87	.88	.88	.81			2.00	.90

† Not shown.

TABLE XI.

INCOME ACCOUNT OF OPERATING ROADS FOR YEAR ENDING JUNE 30, 1903.

NAME OF RAILROAD.	Gross Earnings	Operating Expenses	Income from Operation	Total Income including Income from other Sources Such as Stocks, Bonds &c.	Interest on Funded Debt Accrued	Interest on Current Liabilities Accrued	Rentals Paid	Taxes	Total Deductions including Other Deductions	Net Income	Deficit
Canadian Northern Ry.....	\$134,843	\$71,095	\$63,748	\$63,748	\$7,436,150	.....	\$192,173	\$1,747,383	\$10,856,931	\$63,748	
Chicago, B. & Q. R. R.....	61,647,596	37,742,439	23,905,157	24,252,689	.....	.....	.....	203,897	364,487	13,396,763	
Chicago Great Western Ry.....	7,813,917	5,856,789	1,957,128	1,966,421	.....	\$160,589	.....	1,470,114	7,571,450	1,601,934	
C. M. & St. Paul Ry.....	47,662,737	30,128,059	17,534,678	18,044,708	6,101,335	.....	.....	446,396	1,990,407	10,473,258	
Chicago, St. P., M. & O. Ry.....	12,111,314	7,605,864	4,505,450	4,735,629	1,474,011	.....	.....	1,836,495	14,058,013	2,815,323	
Chicago & North-Western Ry.....	50,757,229	32,255,061	18,532,168	20,171,444	7,554,756	.....	37,646	1,089,695	8,229,015	5,513,431	
Chicago, R. I. & P. Ry.....	36,309,492	23,049,554	13,259,938	15,518,796	4,085,894	.....	2,115,535	142,604	958,988	7,269,781	
Dubuque & S. C. Ry. (Ill. Cent.)	4,122,561	3,518,631	605,870	623,776	759,500	.....	.....	131,292	838,827	2,396,655	
Duluth, M. & N. Ry.....	5,116,530	1,901,234	3,215,246	3,235,282	451,150	.....	.....	181,582	1,252,881	2,586,171	\$335,219
Duluth & Iron Range R. R.....	6,031,879	2,252,635	3,779,244	3,819,052	606,600	.....	.....	2,914	16,357	3,000	
Duluth & Northern Minn. Ry.....	36,142	132,358	37,644	37,644	10,500	5,857	.....	.....	.....	.....
Duluth Terminal Ry.....	17,653,792	15,785	19,357	19,357	.....	.....	3,992,737	1,345,076	8,337,813	12,908,608	
Great Northern Ry.....	37,083,092	17,653,792	19,424,300	21,146,421	519,543	.....	4,266	81,717	606,526	3,371	
Iowa Central Ry.....	2,441,566	1,944,848	496,718	603,897	10,500	.....	.....	1,903	23,904	3,820	
Minneapolis Eastern Ry.....	71,950	44,833	27,067	27,067	25,000	.....	.....	119,275	1,046,255	511,817	
Minneapolis Western Ry.....	62,446	36,898	25,550	30,754	886,980	.....	.....	394,938	1,838,257	1,664,497	
Minneapolis & St. Louis Ry.....	3,417,375	1,934,082	1,483,293	1,518,072	1,439,318	.....	480	1,704	21,915	8,746	
Minneapolis, St. P. & S. M.....	7,238,639	3,904,764	3,433,875	3,489,754	4,250	15,480	.....	12,055	153,784	31,820	
Minnesota & North Wisconsin Ry.	204,698	178,947	30,651	193,613	.....	71,724	150,543	1,421,433	11,476,673	11,745,889	608
Minnesota & International Ry.....	553,669	465,669	193,019	193,613	6,904,636	.....	.....	.....	.....	.....
Northern Pacific Ry.....	24,076,738	22,085,012	1,991,726	23,222,552	.....	.....	.....	.....	.....	.....
Red Lake Transportation Co.....	46,131,150	13,784	32,346	32,346	.....	.....	.....	.....	.....	.....
Willmar & Sioux Falls Ry.....	1,504,135	962,983	541,152	544,821	182,300	.....	75,985	.....	253,295	286,526	
Winona Bridge Co.....	34,328	22,211	12,117	12,117	19,200	.....	.....	294,291	2,201,698	90,393	
Wisconsin Central Ry.....	6,657,741	4,285,517	2,442,124	2,483,515	1,123,201	.....	.....	18,720	177,121	66,846	
Wisconsin, M. & P. Ry.....	625,453	351,456	243,997	243,997	153,400	.....	.....	.....	.....	.....
Totals	\$238,235,018	\$200,406,703	\$137,828,215	\$146,049,142	\$63,753,474	\$253,650	\$6,493,380	\$10,962,005	\$72,988,685	\$73,396,297	\$335,820

• Deficit.

TABLE XI.—Continued.

NAME OF RAILROAD.	Dividends on Common Stock	Dividends on Preferred Stock	Surplus From Operation 1903	Deficit From Operation 1903	Surplus From Operation on June 30, 1902	Deficit From Operation on June 30, 1902	Additions for the Year	Deductions for the Year	Total Surplus on June 30, 1903	Total Deficit on June 30, 1903
Canadian Northern Ry.....	\$1,758,455		\$63,748		\$19,785,021				\$63,748	
Chicago, Burlington & Q. Ry....		\$568,620	5,637,303		155,701				25,422,324	
Chicago Great Western Ry.....		**1,025,633	7,321						163,322	
Chicago, Milwaukee & St. P. Ry.	4,363,792	3,291,883	2,817,582		20,682,469				23,499,452	
Chicago, St. P. M. & O. Ry....	1,113,390	787,976	912,945		3,485,366				3,890,012	
Chicago & North-Western Ry....	3,000,414	1,791,000	661,417		10,111,048			\$600,600	10,772,465	
Chicago, R. I. & P. Ry.....	4,689,766		2,692,015		13,907,174				16,516,209	
Dubuque & Sioux City Ry.....				\$335,212	14,469			2,311		\$322,754
Duluth, Missabe & N. Ry.....			2,395,655		3,681,790		\$387		5,978,622	
Duluth & Iron Range R. Ry....			2,565,171		2,556,458				4,922,829	
Duluth & Northern Minn. Ry....	3,000		34,730		7,37,297				172,027	
Duluth, Terminal Ry.....										
Great Northern Ry.....	8,673,973		4,134,635		7,440,290				11,574,865	
Iowa Central Ry.....			3,371		206,423			1,727	208,077	
Minneapolis Eastern Ry.....			14,679		84,317				98,187	
Minneapolis Western Ry.....			3,830		30,359				34,789	
Minneapolis & St. Louis Ry....	300,000		11,817		1,269,317		98		1,281,432	
Minneapolis, St. P. & S. M.			1,664,497		2,275,255			200,600	3,779,752	
Minnesota & North Wis. Ry....			3,743			\$5,581			3,165	
Minnesota & International Ry....			34,829		52,005				86,835	
Northern Pacific Ry.....	10,014,947		1,670,943		8,654,739				9,725,653	
Rea Lake Transportation Co.....				608						608
Winona, Bridge Co.....	280,000		6,528		422,479				429,005	
Winona, Bridge Co.....			2,357		16,957				19,314	
Wisconsin Central Ry.....			90,822		632,949			5,350	717,622	
Wisconsin, M. & P. Ry.....			60,846					66,816		
Totals	\$10,308,615	\$7,665,772	\$25,421,882	\$335,820	\$94,803,221	\$5,581	\$485	\$576,134	\$119,331,418	\$923,292

** Dividend on Debenture Stock.

TABLE XII.

STOCK AND DEBT, ENTIRE LINE.

NAME OF RAILROAD	Capital Stock Outstanding	Funded Debt Outstanding	Total Capital Stock and Funded Debt	Amount Per Mile of Road	Mileage Proportion of Stock and Debt for Minnesota
Canadian Northern Ry.....	\$110,839,100	\$156,050,900	\$266,890,000	\$32,966	\$778,327
Chicago, Burlington & Quincy R. R.....	76,899,724	76,899,724	153,799,448	90,879	13,233,654
Chicago, Great Western Ry.....	105,908,300	123,754,500	229,662,800	34,436	39,499,813
Chicago, Milwaukee & St. Paul Ry.....	34,060,126	27,801,800	61,861,926	40,588	17,654,562
Chicago, St. Paul, Minneapolis & Omaha Ry.....	74,218,170	163,430,500	237,648,670	32,433	21,091,179
Chicago & North-Western Ry.....	94,238,600	97,543,000	191,781,600	36,994	8,725,774
Chicago, Rock Island & Pacific Ry.....	11,499,500	17,155,000	28,654,500	37,827	1,134,810
Dubuque & Sioux City Ry. (Illinois Central)	2,512,500	8,323,000	10,835,500	67,164	10,835,500
Duluth, Missabe & Northern Ry.....	3,000,000	11,232,000	14,232,000	67,993	14,232,000
Duluth & Iron Range R. R.....	200,000	225,000	425,000	2,857	200,000
Duluth & Northern Minnesota Ry.....	50,000	175,000	225,000	123,627	225,000
Duluth Terminal Ry. †.....	123,996,750	107,590,000	231,586,750	50,625	190,000
Iowa Central Ry.....	15,096,239	12,204,545	27,300,784	61,224	190,000
Minneapolis Eastern.....	30,000	150,000	180,000	443,787	750,000
Minneapolis Western.....	250,000	500,000	750,000	46,063	17,068,874
Minneapolis & St. Louis Ry.....	10,000,000	18,450,000	28,450,000	40,101	9,235,864
Minneapolis, St. Paul & Sault Ste. Marie Ry.....	21,000,000	37,278,053	58,278,053	27,108	180,000
Minnesota & Northern Wisconsin Ry.....	10,000	170,000	180,000	38,235	500,000
Minnesota & International Ry.....	500,000	186,227,177	186,727,177	83,938	85,866,886
Northern Pacific Ry.....	156,000,000	186,227,177	342,227,177	83,938	85,866,886
Red Lake Transportation Co.....	20,000	90,039,909	110,039,909	28,632	38,650,623
St. Paul, Minneapolis & Manitoba Ry.....	20,000,000	3,646,000	23,646,000	24,563	3,293,231
Willmar & Sioux Falls Ry.....	7,000,000	384,000	7,384,000	761,165	362,107
Wilson, Bridge Co.....	400,000	27,320,500	27,720,500	62,502	1,582,550
Wisconsin Central Ry.....	30,000,000	5,524,000	35,524,000	35,365	8,753,837
Wisconsin, Minnesota & Pacific Ry.....	4,060,000	5,524,000	9,584,000	35,365	8,753,837
Totals.....	\$901,839,239	\$1,094,029,899	\$1,995,869,138	Avg. \$41,611	\$294,110,600

† Apportioned to other properties.

* No mileage in Minnesota. Line operated by M. & St. L. Ry.

† Not shown in report.

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TABLE XIII.

COST OF ROAD AND EQUIPMENT, WHOLE LINE AND PROPORTION FOR MINNESOTA TO JUNE 30, 1903.

NAME OF RAILROAD.	Cost of Construction and Equipment		Cost Per Mile	Proportional Cost of Same in Minnesota on a Mileage Basis
	To June 30, 1902	To June 30, 1903		
Canadian Northern Ry.....	\$294,277,364	\$302,654,666	\$37,384	\$882,636
Chicago, Burlington & Quincy R. R.....	65,485,555	69,652,396	82,313	11,986,419
Chicago Great Western Ry.....	228,731,116	235,610,737	35,328	40,522,982
Chicago, Milwaukee & St. Paul Ry.....	57,477,243	59,091,827	38,777	16,866,814
Chicago, St. Paul, M. & O. Ry.....	193,688,555	221,504,456	30,479	19,820,493
Chicago & North-Western Ry.....	116,242,261	117,903,270	36,338	8,571,044
Chicago, Rock Island & Pacific Ry.....	27,772,040	28,462,225	37,572	1,127,160
Dubuque & Sioux City Ry. (Ills. Cent.) ...	11,670,539	11,570,931	73,581	11,870,931
Duluth, Missabe & Northern Ry.....	15,761,599	16,337,314	77,968	16,337,314
Duluth & Iron Range R. R.....	499,258	668,269	9,546	668,269
Duluth & Northern Minnesota Ry.....	396,006	396,541	217,879	396,541
Duluth Terminal Ry.....	4,413,546	6,275,199	33,861	45,709,303
Great Northern Ry.....	122,449,763	122,459,127	.....	.....
St. Paul, Minneapolis & Manitoba Ry.....	24,895,783	25,638,563	55,247	24,842,366
Eastern Minnesota Ry.....	1,021,841	1,021,919	20,838	1,021,919
Park Rapids & Leech Lake Ry.....	22,785,797	23,886,011	47,556	.....
Iowa Central Ry.....	277,131	275,131	93,582	275,131
Minneapolis Eastern Ry.....	743,497	743,783	440,108	743,783
Minneapolis Western Ry.....	28,145,399	28,524,167	45,152	17,094,998
Minneapolis & St. Louis Ry.....	53,180,895	55,740,266	38,254	8,834,460
Minneapolis, St. Paul & S. S. M. Ry.....	549,191	817,453	12,537	817,453
Minnesota & North Wisconsin Ry.....	1,798,711	2,057,450	14,027	2,057,450
Minnesota & International Ry.....	311,939,412	314,507,421	56,494	57,792,232
Northern Pacific Ry.....	66,786	84,865	6,784	84,865
Red Lake Transportation Co.....	9,026,552	9,118,553	29,970	4,013,282
Willmar & Sioux Falls Ry.....	789,536	789,304	766,315	.....
Winona Bridge Co.....	53,592,140	53,300,596	54,249	1,373,584
Wisconsin Central Ry.....	8,103,855	9,064,507	333,448	8,278,380
Wisconsin, Minnesota & Pacific Ry.....				
Totals	\$1,655,783,171	\$1,719,456,934	† \$41,452.44	\$301,989,748

* No mileage in Minnesota. † Average.

‡ Not shown in report.

TABLE XIV.

DESCRIPTION OF EQUIPMENT, ENTIRE LINE, 1903.

NAME OF RAILROAD	Locomo- tives	Passen- ger Cars	Freight Cars in Service	Cars in Company's Service	Total
Canadian Northern Ry.....*	*	*	*	*	*
Chicago, Burlington & Quincy R. R....	1,272	1,012	46,135	1,697	47,844
Chicago Great Western Ry.....	254	118	6,708	617	7,443
Chicago, Milwaukee & St. Paul Ry.....	989	926	40,303	621	41,850
Chicago, St. Paul, M. & O. Ry.....	293	241	11,399	326	11,966
Chicago & North-Western Ry.....	1,236	1,094	56,127	1,019	52,240
Chicago, Rock Island & Pacific Ry.....	929	624	26,533	1,571	28,728
Dubuque & Sioux City Ry. (Ill. Cent.)...	55	46	199	7	261
Duluth, Missabe & Northern Ry.....	46	12	4,179	58	4,249
Duluth & Iron Range R. R.....	69	14	4,117	91	4,223
Duluth & Northern Minnesota Ry.....	7	.....	276	5	281
Great Northern Ry.....	535	491	25,906	1,206	27,603
Iowa Central Ry.....	88	45	3,125	217	3,387
Minneapolis Eastern Ry.....	2	.....	.....	.....	.....
Minneapolis Western Ry.....	2	.....	.....	.....	.....
Minneapolis & St. Louis R. R.....	79	65	2,797	119	2,981
Minneapolis, St. Paul & S. S. M. Ry....	90	104	8,297	85	8,486
Minnesota & North Wisconsin Ry.....	14	1	292	11	304
Minnesota & International Ry.....	15	6	459	12	477
Northern Pacific Ry.....	902	714	32,069	3,323	36,066
Red Lake Transportation Co.....	2	.....	48	1	49
St. Paul, Minneapolis & Manitoba Ry....	.....	.....	.....	.....	.....
Willmar & Sioux Falls Ry.....	16	15	1,071	13	1,099
Wisconsin Central Ry.....	147	136	7,837	142	8,115
Wisconsin, Minnesota & Pacific Ry.....	9	9	316	10	335
Totals	7,101	5,672	271,183	11,151	289,653

*Not shown in report.

TABLE XV.

OFFICERS AND EMPLOYEES AND THEIR SALARIES, IN MINNESOTA, 1903.

NAME OF RAILROAD	General Administration	Maintenance Way and Structures	Maintenance of Equipment	Conducting Transportation	Total	Total Yearly Compensation	Total Number Employed on Entire Line	Total Yearly Compensation on Entire Line	Average Daily Compensation, Entire Line
Canadian Northern Ry.	43	577	5	48	\$12,706	37,496	\$23,289,250	2.08	
Chicago, Burlington & Q. R. R.	31	266	62	448	247,277	37,496	2.18		
Chicago Great Western Ry.	188	490	98	1,037	916,718	37,496	2.53		
Chicago, Milwaukee & St. P. Ry.	98	583	577	2,505	1,869,129	6,543	2.21		
Chicago & North-Western Ry.	215	1,056	1,777	2,313	1,147,958	35,954	2.12		
Chicago, R. I. & P. Ry.	87	215	55	511	172,819	25,149	1.98		
Dubuque & S. C. Ry. (Ill. Cent.)	26	624	322	147	84,011	3,692	1.87		
Duluth, Missabe & Northern Ry.	35	996	477	896	1,858	870,598	2.25		
Duluth & Iron Range R. R.	9	41	25	2,367	1,054,227	2,367	2.34		
Duluth & N. M. Ry.	3	9	3	115	71,983	115	2.25		
Duluth Terminal Ry.	3	9	3	15	6,196	15	1.92		
Great Northern Ry.	715	4,545	2,106	11,476	5,449,180	26,795	1.92		
Iowa Central Ry.	90	3	2	124	14,318	2,185	1.94		
Minneapolis Eastern Ry.	3	5	2	24	20,214	24	2.32		
Minneapolis & Western Ry.	1	8	3	43	19,469	43	2.25		
Minneapolis & St. Louis Ry.	119	454	381	1,406	913,277	1,728	1.94		
Minneapolis, St. P. & S. M. Rv.	23	303	519	1,219	783,715	3,570	1.90		
Minnesota & North Wis. Ry.	176	560	248	925	283,030	925	2.08		
Northern Pacific Ry.	767	2,140	1,731	6,498	4,406,575	224	2.18		
Red Lake Transportation Co.	7	7	2	23	8,816	23	2.53		
St. Paul, M. & M. Ry.	49	190	99	338	137,795	1,068	1.79		
Willmar & Stour Falls Ry.	2	8	6	193	3,145	8	1.33		
Winona Bridge Co.	25	30	138	193	126,250	4,248	2.07		
Wisconsin Central Ry.	2	180	39	320	195,664	3,570	2.07		
Wisconsin, Minnesota & P. Ry.	2	180	39	320	195,664	3,570	2.07		
Totals	†	†	†	†	†	†	†	†	

*No information furnished.

† Additions will be misleading, owing to certain roads not giving the information required.

TABLE XVI.

PERCENTAGE OF OPERATING EXPENSES TO EARNINGS FOR ENTIRE LINES FOR TEN YEARS.

Minn. & Int.	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903
Burlington, Cedar Rapids & Northern Ry.....	66.64	68.94	71.40	72.53	66.88	67.01	69.46	70.73	82.93	83.48
Chicago, Rock Island & Pacific Ry.....	74.19	79.84	78.67	71.84	64.41	61.18	61.84	64.53	62.86	61.22
Chicago, Burlington & Northern Ry.....	60.61	53.63	57.17	57.06	53.69	59.45	64.85	62.72	63.13	62.51
Chicago, Milwaukee & St. Paul Ry.....	62.90	61.72	61.57	60.46	63.25	62.37	60.81	60.51	61.95	62.80
Chicago & North-Western Ry.....	64.19	65.71	61.94	59.85	63.28	60.27	61.66	60.56	60.05	62.80
Chicago, St. Paul, Minneapolis & Omaha Ry.....	80.31	87.06	77.65	80.63	77.62	74.00	72.86	74.84	75.38	77.90
Chicago, Great Western Ry.....	48.55	49.71	46.98	48.02	62.11	46.26	48.11	45.21	46.31	37.36
Duluth & Iron Range R. Ry.....	58.27	41.81	32.44	38.30	53.92	45.42	44.38	43.60	39.31	37.34
Duluth, Missabe & Northern Ry.....	80.29	57.83	38.71	56.66	50.41	43.97	46.43	50.07	41.12	46.44
Duluth Terminal Ry.....	69.36	67.19	67.30	68.06	67.43	68.60	64.68	74.03	76.57	86.36
Dubuque & Sioux City Ry. (Ill. Cent.).....	44.88	50.61	46.01	43.97	53.90	43.02	43.79	40.13	133.53	47.63
Eastern Minnesota Ry.....	56.39	54.36	61.47	64.53	44.49	49.17	52.90	53.01	49.62	79.66
Great Northern Ry.....	43.94	43.26	50.12	59.09	54.82	44.68	47.83	50.44	57.98	62.24
Iowa Central Ry.....	57.83	67.84	66.30	66.10	57.09	57.33	56.29	56.49	59.80	58.06
Minneapolis & St. Louis Ry.....	78.60	71.00	62.00	63.00	67.30	59.55	62.08	59.05	49.23	53.21
Minneapolis, St. Paul & Sault Ste. Marie Ry.....	.....	.....	.....	.....	.....	21.24	66.31	59.07	56.29	69.09
Minneapolis Western Ry.....	.....	.....	.....	.....	.....	.....	71.68	72.91	86.24	86.37
Minnesota & North Wisconsin Ry.....	.....	81.80	78.00	49.10	59.00	.....	.....	.....	.....	70.64
Brainerd & Northern Ry.....	.....	.....	.....	.....	.....	59.20	66.60	68.60	73.30	.....
Minnesota & International Ry.....	.....	.....	.....	192.23	49.81	47.38	47.90	51.09	51.47	52.16
Northern Pacific Ry.....	71.41	64.97	60.88	62.28	.....	97.00	88.00	226.00	118.00	104.61
Red Lake Transportation Co.....	69.35	70.61	77.09	73.39	70.72	67.91	66.30	.....	.....	64.03
St. Paul & Duluth Ry.....	40.34	62.21	43.15	43.38	35.16	30.86	47.83	63.17	56.35	.....
Willmar & Sioux Falls Ry.....	43.00	33.00	35.00	33.40	35.96	69.50	21.64	17.88	29.29	15.98
Winona Bridge Co.....	93.30	86.25	66.70	70.57	73.79	75.10	48.10	55.56	52.72	60.90
Wisconsin, Minnesota & Pacific Ry.....	71.69	146.89	70.73	71.83	73.63	74.42	69.57	71.43	70.55	63.37
Wisconsin Central Ry.....	.....	83.70	81.7	90.69	78.02	67.75	62.22	79.31	71.05	.....
Winona & Western Ry.....	86.40	129.70	.....	.....	.....	59.45	43.95	55.00	55.10	78.00
Winona & South-Western Ry.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Duluth & Northern Minnesota Ry.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NOTE: † 10 months. ‡ 2 months. * 10 months. ** 9 months. *** 3 months.

TABLE XVII.

EMPTY AND LOADED FREIGHT CAR MILEAGE, ENTIRE LINES, FOR THE YEARS 1902-1903

NAME OF RAILROAD.	1902			1903		
	Mileage of Loaded Freight Cars	Mileage of Total Freight Cars	Percent- age of Empty to Loaded Freight Car Mileage	Mileage of Loaded Freight Cars	Mileage of Empty Freight Cars	Percent- age of Empty to Total Freight Car Mileage
Burlington, Cedar Rapids & Northern Ry.	26,849,410	8,658,490	24	189,955,879	90,157,948	32
Chicago, Rock Island & Pacific Ry., 1903.	365,075,431	132,580,465	36	329,965,210	122,223,043	37
Chicago, Burlington & Quincy R. R.	299,111,292	121,108,088	39	435,936,574	122,100,676	28
Chicago, Milwaukee & St. Paul Ry.	294,554,889	107,088,663	29	260,550,194	117,958,354	29
Chicago & North-Western Ry.	59,498,525	92,839,557	38	61,861,305	20,768,389	25
Chicago, St. Paul, Minneapolis & Omaha Ry.	58,297,869	19,200,815	25	63,221,124	16,200,112	24
Chicago Great Western Ry.	98,195,497	11,400,820	28	28,267,213	10,555,441	27
Dubuque & Sioux City Ry. (Ill. Cent.).	19,730,623	17,106,028	47	18,330,837	16,775,654	46
Duluth & Iron Range Ry.	1,532,024	11,553,159	50	1,067,893	1,067,893	60
Duluth & Northern Minnesota Ry.	12,164,456	12,069,233	34	15,866,968	14,920,240	48
Duluth, Missabe & Northern Ry.	22,493,371	46,803,440	52	184,422,932	70,219,734	27
Eastern Minnesota Ry.	151,726,861	3,013,906	17	13,600,175	3,142,616	19
Great Northern Ry.	13,630,928	13,245,181	24	46,946,610	12,903,884	22
Minneapolis & St. Louis Ry.	41,594,107	2,513,467	47	6,817,720	3,267,459	48
Minneapolis, St. Paul & Sault Ste. Marie Ry.	2,178,737	6,451,234	23	16,961,949	6,543,115	25
Minnesota & International Ry.	18,160,892	81,005,448	27	339,863,329	99,376,933	29
Iowa Central Ry.	215,196,265	1,693,867	24	5,208,479	1,816,912	26
Northern Pacific Ry.	5,403,866	17,185,769	29	46,403,352	19,147,838	29
Willmar & Sioux Falls Ry.	42,395,440	886,367	25	1,519,318	482,558	24
Wisconsin Central Ry.	1,106,741					
Wisconsin, Minnesota & Pacific Ry.						

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TABLE XVIII.

STATEMENT SHOWING GROSS EARNINGS OF RAILROADS IN MINNESOTA FOR THE YEAR ENDING DECEMBER 31, 1901, AS COMPARED WITH 1902.

NAME OF RAILROAD.	Gross Earnings 1901	Taxes 1901	Gross Earnings 1902	Taxes 1902
a Brainerd & Northern Minnesota.....				
*Burlington, Cedar Rapids & Nor....	\$294,345.70	\$8,830.37		
Chicago, Burlington & Quincy.....	220,283.01	6,608.49	\$268,171.20	\$8,045.14
Chicago, Milwaukee & St. Paul.....	8,603,657.24	258,091.72	9,082,597.04	272,477.91
Chicago & North-Western.....	2,688,578.09	80,657.34	2,909,220.21	87,276.61
Chicago, St. Paul, Mpls. & Omaha ..	4,582,918.40	137,487.55	4,419,225.94	132,576.78
Chicago Great Western.....	1,045,088.26	21,381.84	1,286,067.03	26,532.44
Canadian Northern.....			97,426.24	974.25
Chicago, Rock Island & Pacific.....			334,686.30	w* 10,037.57
Duluth, Missabe & Northern.....	3,128,567.71	62,531.35	4,919,499.69	106,527.61
†Duluth, Red Wing & Southern.....	43,469.45	1,304.08		
Duluth Transfer.....	26,751.00	715.59	11,904.45	**367.14
Duluth, South Shore & Atlantic.....	3,901.10	117.03	3,937.13	118.11
Duluth Belt Line.....	4,383.30	181.50	4,619.15	138.57
Duluth & Northern Minnesota.....	118,687.78	1,422.50	145,683.64	2,913.67
Duluth & Iron Range.....	5,186,033.59	155,581.01	5,946,520.51	178,395.62
Duluth & North Eastern.....				
Eastern Railway of Minnesota.....	3,908,576.49	117,257.29	932,313.25	†† 27,969.39
Great Northern.....	10,175,537.63	306,266.13	16,754,263.48	†† 502,627.90
Green Bay & Western.....	1,760.47	52.82	2,400.33	72.01
Illinois Central—				
Albert Lea & Southern.....	33,312.45	999.37	40,894.80	1,226.84
Dubuque & Sioux City.....	11,760.35	352.81	12,674.26	380.23
w Iowa Central.....	9,715.21	291.46	30,272.52	908.18
Minneapolis & St. Louis.....	2,787,703.64	82,880.15	2,922,065.66	87,020.64
Minneapolis, St. Paul & S. Ste. M.....	1,813,426.79	54,402.80	2,256,303.01	67,689.09
Minneapolis Eastern.....	68,332.00	2,049.96	69,902.37	2,097.07
Minneapolis Western.....	66,267.75	1,325.15	60,182.00	1,805.46
Minnesota & North Wisconsin.....	15,145.96	151.46	102,686.57	1,026.85
†Minnesota & International.....	478,387.47	9,567.74	500,972.95	9,405.26
Minnesota Transfer.....	9,826.62	294.80	10,889.53	326.68
M. M. Elec. Ry. Co.....				
Northern Pacific.....	10,063,887.08	301,616.61	11,288,337.81	338,650.13
Red Lake Transportation Co.....	5,628.57	56.27	12,919.97	258.39
Railway Transfer of Minneapolis.....	149,355.05	4,480.65	148,184.00	4,445.52
bSouth St. Paul Belt Line.....	957.84	19.15		
Split Rock & Northern.....	25,326.90	253.26	32,361.86	323.62
Stillwater Union Depot.....	12,331.47	369.94	6,441.25	*** 193.24
cWisconsin, Minnesota & Pacific.....	321,859.03	9,656.97	528,543.86	15,856.31
Wisconsin Central.....	184,254.68	5,527.62	221,109.58	6,633.29
¶Winona & Western.....	118,119.82	3,543.59		
Winona Bridge Co.....	10,096.79	201.93	10,938.76	323.16
Willmar & Sioux Falls.....	796,431.28	23,593.00	819,618.14	24,568.54
Totals	\$56,992,095.37	\$1,659,071.30	\$66,193,731.99	\$1,922,204.22

a Included in Minnesota & International.

b One month only. Sold to Burlington, Cedar Rapids & Northern Ry.

c Includes Winona & Western and Duluth, Red Wing & Southern Ry. from time of purchase.

d Nine months. Sold to Wisconsin, Minnesota & Pacific Ry.

* Includes 11 months of South St. Paul Belt Line.

† Six months. Sold to Wisconsin, Minnesota & Pacific Ry.

† Including Brainerd & Northern Minnesota Ry.

w Six months.

** Sold to Northern Pacific Ry. May 26, 1902; seven months.

*** Sold to Northern Pacific Ry. July 1, 1902; six months.

†† For four months only; leased to Great Northern Ry. May 1, 1902.

‡ Including eight months of Eastern Minnesota Ry.

w* Including five months of the Burlington, Cedar Rapids & Northern Ry. Burlington, Cedar Rapids & Northern Ry. leased to Chicago, Rock Island & Pacific Ry. June 1, 1902.

EIGHTEENTH ANNUAL REPORT
OF THE
CHIEF INSPECTOR OF GRAIN
OF
MINNESOTA
FOR THE
CROP YEAR ENDING AUGUST 31, 1903.

GRAIN INSPECTION DEPARTMENT.

State of Minnesota,
Office of Chief Inspector of Grain,
St. Paul, Minn., Nov. 1st, 1903.

To the Railroad and Warehouse Commission.

Gentlemen:—I herewith respectfully submit the eighteenth annual report of the State Grain Inspection Department, covering its business for the crop year ending August 31st, 1903.

The amount of grain inspected "on arrival" at the five terminal points, St. Paul, Minneapolis, Duluth, St. Cloud and New Prague, was as follows:

Spring and winter wheat, 138,835 cars; corn, 3,186; oats, 16,647; rye, 3,028; barley, 17,122; flaxseed, 34,398; making a total of 213,216 carloads of all kinds.

There was inspected "out of store" for the same period as follows:

Spring and winter wheat, 37,777 cars and 31,514,017 bushels into vessels; coarse grain (including corn, oats, rye and barley), 14,229 cars and 9,236,171 bushels into vessels; flaxseed, 6,822 cars and 17,452,619 bushels into vessels.

The following table indicates the relative receipts at the terminal points of the different kinds of grain during the past eighteen seasons:

NUMBER OF CARLOADS INSPECTED "ON ARRIVAL."

CROP YEAR.	Number Cars Wheat	Number Cars Corn	No. Cars Oats	Number Cars Rye	Number Cars Barley	No. Cars Flax Seed	Total Number Cars
Crop of 1885.....	93,561	1,148	1,543	5	652	744	97,653
Crop of 1886.....	113,980	1,777	3,505	21	374	678	120,335
Crop of 1887.....	116,096	2,893	2,378	26	1,079	880	123,852
Crop of 1888.....	75,734	6,185	2,795	55	1,800	909	87,473
Crop of 1889.....	108,227	13,060	7,220	87	761	1,299	130,654
Crop of 1890.....	117,141	4,401	6,413	403	1,634	2,681	132,673
Crop of 1891.....	200,081	5,663	6,362	649	3,129	5,662	221,546
Crop of 1892.....	168,187	4,873	5,796	691	4,196	2,653	186,346
Crop of 1893.....	138,628	9,939	5,056	446	4,110	2,901	156,080
Crop of 1894.....	135,506	1,774	6,837	779	4,017	2,844	151,766
Crop of 1895.....	210,917	3,006	12,762	2,676	7,463	18,981	250,806
Crop of 1896.....	157,974	3,473	19,959	4,672	13,793	15,113	214,884
Crop of 1897.....	187,104	14,123	15,781	4,746	6,573	11,414	219,741
Crop of 1898.....	217,924	21,519	13,951	3,908	6,727	15,082	279,112
Crop of 1899.....	165,573	10,967	8,564	1,850	7,277	17,063	211,294
Crop of 1900.....	124,002	19,393	12,001	2,437	8,977	21,822	183,632
Crop of 1901.....	143,375	5,043	7,569	2,076	8,712	28,290	195,065
Crop of 1902.....	138,835	3,186	16,647	3,028	17,122	34,398	213,216

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Of the 138,835 carloads of wheat received during the year, 245 cars contained western white and red wheat; 9,436 cars were winter wheat and 129,154 cars were northern spring wheat.

FINANCES.

The amount of revenue received from all sources during the year was as follows:

Inspection Department.....	\$151,555.52
Weighing Department	109,950.81
Country Elevator Licenses.....	1,592.00
Board of Appeals, grain samples sold.....	212.37
From Interest on Deposits.....	639.54
From Old Accounts.....	1,582.04

Total receipts from all sources..... \$265,535.28

An increase over the previous year of \$7,917.34.

The disbursements of the department for the year were \$236,355.90, making a net gain for the year of \$29,179.38.

The surplus left over from the preceding year was \$51,088.98, leaving a net cash balance on hand of \$80,268.36.

REINSPECTIONS AND APPEALS.

Of the 272,044 carloads of grain inspected "into" and "out of store," 31,265 cars were held out for reinspection, resulting as follows:

In 17,109 cases the original grade and dockage was confirmed. Grades were raised in 10,055 cases, lowered in 1,553 cases, and in 2,548 cases the dockage was changed.

Appeals to the Board of Grain Appeals were made in 9,813 cases, in 7,348 of which the decisions of the chief deputies were confirmed, and in 2,465 cases changed.

BAD ORDER CARS.

The number of cars at the terminal points found in what might be termed "bad order" were 9,623 out of a total of 213,216. Of these 5,454 were found not sealed, 669 seals broken, 1,523 with open end and side doors, 1,064 poorly fastened, 370 leaky grain doors, 443 doors unfastened, and 100 otherwise in bad order.

DOCKAGES.

Of the 129,154 cars of spring wheat inspected "on arrival" at the five terminal points during the year, 42,692 were docked one-half pound per bushel; 49,886, one pound; 15,713, one and one-half pounds; 9,692, two pounds; 3,373, two and one-half pounds; 3,075, three pounds; 4,013, over three and at an average of four pounds; and 710 without any dockage. The net average dockage on total receipts at all points was 18.3 ounces per bushel, as against 19.5 ounces the previous year.

REPORT RAILROAD AND WAREHOUSE COMMISSION. 165

INSPECTION AND WEIGHING AT LA CROSSE, WIS.

Under date of March 11th, I received from the Listman Mill Co. a request for Minnesota inspection and weighing at their mill, situated at La Crosse, Wis.

They stated that all their grain came from Minnesota and the Dakotas, and they, if it could be consistently granted, would like the opportunity of covering each car received by them in a manner similar shipments would receive if shipped to Minneapolis, and by so doing remove all possible contention as to weights and grades with shippers throughout the country. This request was granted by your Honorable Board, with the understanding that they guarantee all expenses for such service. This they willingly agreed to.

Since August 1st, 1903, a deputy inspector, who also fills the position of weighmaster, has been stationed there, to the satisfaction of all parties concerned.

In concluding my report, I wish to acknowledge the hearty and cordial co-operation which your Honorable Board has met every recommendation for the improvement of the service, and thank you for the same; also my chief deputies and all members of the department who have so ably assisted me in making the department as near perfection as is possible for human judgment to make it, as will be seen by Exhibit "N," which shows the work of each individual inspector for the entire year.

Your attention is respectfully directed to the tables ("A" to "N" inclusive) which follow, giving full information regarding the transactions of the department for the year embraced in this report.

Very truly yours,

F. W. EVA,
Chief Inspector of Grain.

EXHIBIT "A."

EARNINGS—INSPECTION AND WEIGHING DEPARTMENTS.

DATE.	MINNEAPOLIS		DULUTH		ST. PAUL		ST. CLOUD		NEW PRAIRIE		Total
	Inspection Dept.	Weighing Dept.	Inspection Dept.	Weighing Dept.	Inspection Dept.	Weighing Dept.	Inspection Dept.	Weighing Dept.	Inspection Dept.	Weighing Dept.	
September, 1902	\$8,026.03	\$5,454.25	\$13,938.90	\$7,652.52	\$93.50	\$294.25	\$57.50	\$57.50	\$56.21	\$56.21	\$35,701.87
October, 1902	9,213.37	6,417.00	22,502.12	12,136.45	112.25	288.25	57.50	57.50	71.53	71.53	51,026.60
November, 1902	9,517.24	6,372.50	17,133.96	9,678.67	105.75	251.42	57.50	57.50	63.44	63.44	43,801.43
December, 1902	8,360.43	6,087.35	6,011.68	3,761.11	79.50	203.25	57.50	57.50	63.44	67.54	23,749.29
January, 1903	6,206.60	5,185.00	1,899.23	1,138.00	87.25	239.25	57.50	57.50	58.50	57.50	14,966.33
February, 1903	4,322.66	4,007.45	2,094.45	1,213.75	72.25	226.25	57.50	57.50	57.50	57.50	12,166.81
March, 1903	5,076.33	4,611.85	1,930.30	1,027.25	73.00	247.10	57.50	57.50	53.32	53.32	13,198.47
April, 1903	4,343.33	4,699.75	3,821.74	2,942.56	72.50	170.75	57.50	57.50	57.50	57.50	16,290.63
May, 1903	3,381.77	4,555.90	3,138.73	2,392.29	26.50	117.50	57.50	57.50	55.00	55.00	13,651.69
June, 1903	4,383.00	4,149.00	2,582.44	1,908.57	16.50	77.75	57.50	57.50	57.50	57.50	13,052.36
July, 1903	3,796.37	4,153.25	2,969.64	1,967.53	1.00	54.90	57.50	57.50	57.50	57.50	13,189.78
August, 1903	3,411.64	3,793.45	2,154.48	1,238.71	9.50	54.90	57.50	57.50	57.50	61.00	10,836.88
Totals	\$70,153.76	\$59,471.75	\$79,177.67	\$46,756.50	\$748.50	\$62,234.37	\$690.00	\$690.00	\$723.49	\$735.09	\$261,381.13

EXHIBIT "A."—Continued.

EXPENSES ALL DEPARTMENTS.

DATE.	General Office	Country Elevator Depart- ment	MINNEAPOLIS				DULUTH			
			Appeal Board	Registrat'n Dept.	Inspection Dept.	Weighing Dept.	Appeal Board	Registrat'n Dept.	Inspection Dept.	Weighing Dept.
September, 1902	\$535.80	\$162.00	549.98	\$125.00	\$4,456.73	\$5,812.84	\$639.84	\$290.20	\$4,122.42	\$3,544.56
October, 1902	541.59	164.76	471.23	125.00	4,951.49	6,072.13	618.81	279.96	4,955.94	4,233.66
November, 1902	624.10	185.25	560.39	125.00	5,106.97	5,992.36	586.91	280.51	4,439.13	4,086.68
December, 1902	537.60	136.00	552.11	125.00	6,609.54	6,239.34	592.26	263.61	4,147.48	3,373.16
January, 1903	557.37	156.00	633.26	125.00	4,595.06	5,896.53	612.02	213.90	3,292.23	2,920.06
February, 1903	518.35	146.70	594.99	125.00	4,444.89	5,852.83	611.02	214.25	3,096.32	2,939.47
March, 1903	506.56	143.00	597.63	125.00	4,415.69	5,006.67	629.77	210.00	3,076.01	2,975.29
April, 1903	560.40	145.50	595.02	125.00	4,165.79	5,847.38	611.02	210.00	3,038.55	2,971.84
May, 1903	511.32	135.00	595.02	125.00	3,940.52	5,742.37	611.02	215.01	2,804.30	2,944.41
June, 1903	515.28	135.00	594.99	125.00	3,675.97	5,679.32	660.02	269.00	2,646.19	2,061.13
July, 1903	666.90	150.00	597.02	125.00	3,792.75	5,739.17	611.02	214.25	2,552.33	2,005.43
August, 1903	703.04	187.80	595.02	-125.00	3,752.03	5,670.85	620.77	210.00	2,892.15	2,232.10
Totals	\$6,677.20	\$1,807.00	\$6,536.66	\$1,504.65	\$52,807.43	\$70,600.77	\$7,364.48	\$2,870.71	\$41,087.55	\$36,347.29

EXHIBIT "A."—Continued.

EXPENSES ALL DEPARTMENTS.

DATE.	ST. PAUL			ST. CLOUD		NEW PRAIRIE		Total
	Registration Dept.	Inspection Dept.	Weighing Dept.	Inspection Dept.	Weighing Dept.	Inspection Dept.	Weighing Dept.	
September, 1902	\$50.00	\$136.00	\$336.64	\$57.50	57.50	\$65.21	\$65.21	\$20,968.43
October, 1902	50.00	129.00	318.67	57.50	57.50	71.53	71.53	23,210.39
November, 1902	50.00	129.00	324.18	57.50	57.50	63.44	63.44	22,632.39
December, 1902	50.00	130.10	314.30	57.50	57.50	63.44	67.54	22,371.03
January, 1903	50.00	128.00	319.47	57.50	57.50	57.50	57.50	19,728.90
February, 1903	50.00	128.17	339.06	57.50	57.50	57.50	57.50	19,238.04
March, 1903	50.00	127.75	317.65	57.50	57.50	58.83	58.83	19,411.65
April, 1903	50.00	143.25	327.65	57.50	57.50	57.50	57.50	19,020.88
May, 1903	50.00	136.60	306.45	57.50	57.50	57.50	57.50	18,236.02
June, 1903	50.00	135.00	310.45	57.50	57.50	57.50	57.50	17,077.35
July, 1903	50.00	.....	87.00	57.50	57.50	57.50	57.50	16,821.37
August, 1903	50.00	115.00	87.00	57.50	57.50	57.50	61.00	17,474.26
Totals	\$800.00	\$1,417.87	\$3,391.51	\$690.00	\$690.00	\$724.99	\$723.59	\$236,230.70

REPORT RAILROAD AND WAREHOUSE COMMISSION. 169

EXHIBIT "B."

RECEIPTS AND DISBURSEMENTS.

RECEIPTS.

DATE.	Inspection Dept.	Weighing Dept.	Total
September, 1902.....	\$22,181.14	\$13,520.73	\$35,701.87
October, 1902.....	32,056.82	18,969.78	51,026.60
November, 1902.....	26,877.89	16,423.53	43,301.42
December, 1902.....	13,572.54	10,176.75	23,749.29
January, 1903.....	8,309.08	6,657.25	14,966.33
February, 1903.....	6,604.36	5,662.45	12,166.81
March, 1903.....	7,195.95	6,002.52	13,198.47
April, 1903.....	8,352.57	7,928.06	16,280.63
May, 1903.....	6,668.50	7,183.19	13,851.69
June, 1903.....	7,101.94	5,950.42	13,052.36
July, 1903.....	6,882.01	6,307.77	13,189.78
August, 1903.....	5,690.62	5,205.26	10,895.88
Total.....	\$151,493.42	\$100,387.71	*\$261,881.13
Received from La Crosse inspection and weighing, Aug. 1903.....			125.20
Received from country elevator licenses.....			1,593.00
Received from Appeal Board account grain samples sold.....			213.37
Received from old accounts.....			1,583.04
Received from interest on deposits.....			639.54
Total receipts from all sources.....			\$265,535.28

*\$2,352.95 Sale of grain samples and \$7,344.60 appeal fees included in this amount.

DISBURSEMENTS.

DATE.	Inspection Dept.	Weighing Dept.	Registration Dept.	Country Elevator Dept.	Appeal Board	General Office	Total
September, 1902...	\$8,838.86	\$9,816.75	\$465.20	\$162.00	\$1,149.82	\$535.80	\$20,968.43
October, 1902.....	10,165.51	10,803.54	454.96	154.75	1,090.04	541.59	23,210.39
November, 1902...	9,796.04	10,544.16	455.54	155.25	1,147.30	524.10	22,622.39
December, 1902...	10,008.06	10,101.84	443.25	136.00	1,144.37	537.50	22,371.02
January, 1903.....	8,130.29	9,251.06	388.90	156.00	1,245.28	557.37	19,728.90
February, 1903.....	7,787.38	9,240.35	389.25	146.70	1,206.01	518.35	19,288.04
March, 1903.....	7,735.77	9,414.93	385.00	143.00	1,227.40	505.55	19,411.65
April, 1903.....	7,462.59	9,261.35	385.00	145.50	1,206.04	560.40	19,020.88
May, 1903.....	6,886.42	9,107.23	390.01	135.00	1,206.04	511.32	18,236.02
June, 1903.....	6,562.16	8,165.90	444.00	135.00	1,255.01	515.28	17,077.35
July, 1903.....	6,460.58	7,946.60	389.25	150.00	1,208.04	666.90	16,821.37
August, 1903.....	6,936.28	8,171.55	385.00	187.80	1,215.79	703.04	17,599.46
Total.....	\$96,769.94	\$111,826.26	\$4,975.36	\$1,807.00	\$14,301.14	\$6,677.20	\$236,355.90

RECAPITULATION.

Total receipts	\$265,535.28
Total disbursements	236,355.90
Gain for year.....	\$29,179.38
Surplus August 31, 1902.....	51,088.98
Surplus August 31, 1903.....	\$90,268.36

EXHIBIT "C."

STATEMENT OF "IN INSPECTION" OF SPRING WHEAT AT MINNEAPOLIS, DULUTH, ST. PAUL, ST. CLOUD AND NEW PRAGUE, IN CARLOADS, BY ROADS, FOR CROP OF 1902, SEPTEMBER 1, 1902, TO AUGUST 31, 1903.

MINNEAPOLIS.

ROADS.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	March	April	May	June	July	Aug.	Total
Great Northern Ry.....	13,224	14,691	5,515	5,275	4,413	1,651	12,150	1,221	879	2,130	1,272	697	33,417
Chicago, Milwaukee & St. Paul Ry.....	3,024	3,651	4,680	3,067	1,717	1,608	1,455	730	610	1,359	853	648	23,397
Minneapolis & St. Louis R. R.....	577	950	984	771	663	694	340	149	154	508	342	157	6,176
So. Line Pacific Ry.....	863	1,338	1,785	994	323	781	691	249	226	459	256	149	8,744
Northern Pacific Ry.....	671	328	993	2,098	541	187	257	137	145	609	227	304	6,947
Chicago, St. Paul, M. & O. Ry.....	1,436	1,749	2,087	1,087	773	621	584	326	173	305	354	350	9,798
Chicago Great Western Ry.....	1	1	.....	6	5	4	8	4	3	15	21	2	68
Minnesota Transfer.....	5	18	.....	14	20	9	6	21	6	9	64	.....	181
Total	9,800	113,776	15,993	113,302	8,515	5,425	5,488	2,837	2,190	5,335	3,464	2,607	88,730

DULUTH.

Northern Pacific Ry.....	5,177	4,469	3,463	911	303	624	328	123	200	342	154	258	16,322
Eastern Minnesota Ry.....	5,308	5,723	4,983	1,467	478	1,398	768	255	211	860	301	391	22,158
Chicago, St. Paul, M. & O. Ry.....	51	93	53	15	11	21	4	8	.....	.....	4	1	231
Special bias	13	38	16	29	6	11	63	11	4	.....	5	2	207
Total	10,549	10,333	8,490	2,422	798	2,054	1,168	397	415	1,206	464	622	38,918

ST. PAUL.

All roads	12	5	4	2	1	24
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ST. CLOUD.

All roads	115	43	106	57	89	54	68	93	124	127	76	47	996
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NEW PRAGUE

Minneapolis & St. Louis Ry.....	32	84	76	52	24	44	53	23	27	37	14	483
Grand total.....	20,508	24,241	24,669	15,833	9,428	7,577	6,775	3,350	2,757	6,705	4,021	3,290	129,154

EXHIBIT "D."

STATEMENT OF "IN INSPECTION" OF SPRING WHEAT IN CARLOADS, BY GRADES, AT MINNEAPOLIS, DULUTH, ST. PAUL, ST. CLOUD AND NEW PRAGUE, FROM SEPTEMBER 1, 1902, TO AUGUST 31, 1903.

MINNEAPOLIS.

MONTHS.	Special	No. 1 Hard	No. 1 Northern	No. 2 Northern	No. 3	Rejected	No Grade	No. 1 Macaroni	No. 2 Macaroni	Rejected Macaroni	Total
September, 1902	44	1,805	2,731	1,407	1,346	1,487	.....	8	18	9,800
October, 1902	53	3,041	5,230	2,540	1,307	1,358	.....	19	7	15,776
November, 1902	560	4,633	5,994	2,431	1,324	1,023	.....	10	22	15,963
December, 1902	518	3,830	5,186	1,925	1,060	765	.....	2	6	13,302
January, 1903	303	2,332	3,337	1,236	764	473	.....	2	6	8,518
February, 1903	58	1,467	2,061	914	627	301	.....	1	1	5,425
March, 1903	101	1,668	1,806	873	599	405	.....	4	8	5,486
April, 1903	22	744	1,062	496	362	167	.....	1	2	2,837
May, 1903	7	768	833	272	173	145	.....	1	1	2,190
June, 1903	26	1,939	2,216	517	284	330	.....	2	13	5,335
July, 1903	28	757	1,464	454	300	440	.....	2	12	3,464
August, 1903	19	648	1,947	252	293	291	5	26	2,607
Total	1,728	23,657	33,867	13,409	8,598	7,245	54	113	88,780

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EXHIBIT "D."—Continued.

DUL UTH.

MONTHS.	Special	No. 1 Hard	No. 1 Northern	No. 2 Northern	No. 3	Rejected	No Grade	No. 1 Macaroni	No. 2 Macaroni	Rejected Macaroni	Total
September, 1902	13	375	4,794	4,069	518	528	226	55	18	2	10,549
October, 1902	38	201	4,833	3,848	439	590	308	76	9	5	10,338
November, 1902	16	323	5,069	2,186	287	454	153	37	4	1	8,490
December, 1902	29	191	1,585	338	50	173	97	11	2		2,422
January, 1903	6	18	471	114	13	85	41				798
February, 1903	11	96	1,440	286	54	83	91	1			2,054
March, 1903	68	63	719	194	44	47	23	1			1,168
April, 1903	11	2	216	102	28	80	6	1			1,397
May, 1903	4	2	269	114	7	13	4	2			415
June, 1903	4	34	809	274	35	41	8		1		1,306
July, 1903	6	9	253	140	19	23	15		2		464
August, 1903	2	7	433	113	4	47	12	1	2		622
Total	207	1,329	20,828	11,793	1,492	2,110	983	194	53	10	38,918

ST. PAUL.

September, 1902	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
October, 1902	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
November, 1902	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
December, 1902	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
January, 1903	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
February, 1903	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
March, 1903	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
April, 1903	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
May, 1903	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
June, 1903	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
July, 1903	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
August, 1903	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	24

ST. CLOUD.

September, 1902	109	4	2				115
October, 1902	93	14					43
November, 1902	92	12					108
December, 1902	45	12					57
January, 1903	38	47	4	2			99
February, 1903	40	6			9		54
March, 1903	62	4					66
April, 1903	78	16	1				93
May, 1903	113	11					124
June, 1903	109	13					127
July, 1903	63	14					76
August, 1903	38	7	2				47
Total	836	152	10	2	9		999

NEW PRAGUE.

September, 1902		8	11	2	10		32
October, 1902		24	34	14	12		84
November, 1902		17	40	14	14		76
December, 1902		13	27	6	7		52
January, 1903		4	16	1	4		24
February, 1903		7	20		17		44
March, 1903		2	18	4	29		53
April, 1903			10	1	12		23
May, 1903		1	4	4	18		27
June, 1903		16	11		11		37
July, 1903		10	4		3		17
August, 1903		4	3	1	6		14
Total		107	197	38	143		483
Grand Total	207	3,057	46,849	16,118	10,766	8,353	129,164

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EXHIBIT "E."

STATEMENT OF "OUT INSPECTION" OF SPRING WHEAT AT MINNEAPOLIS, ST. PAUL AND DULUTH, CROP OF 1902, SEPTEMBER 1, 1902, TO AUGUST 31, 1903.

MONTHS.	Minneapolis Number Cars	St. Paul Number Cars	Duluth Number Cars	All Points Total Cars	Duluth, Total Bushels into Vessels
September, 1902	2,379	72	418	3,369	7,403,306
October, 1902	1,929	103	307	2,342	7,610,693
November, 1902	1,455	85	221	1,764	6,737,678
December, 1902	1,252	94	134	1,480	2,058,795
January, 1903	1,926	116	170	2,212	.....
February, 1903	1,680	47	162	1,889	.....
March, 1903	3,177	93	166	3,436	.....
April, 1903	4,480	66	413	4,959	2,035,090
May, 1903	5,217	20	245	5,482	2,188,248
June, 1903	2,679	.....	31	2,710	1,426,129
July, 1903	3,559	.....	238	3,797	1,448,674
August, 1903	3,150	.....	57	3,207	465,654
Total	33,479	699	2,562	36,647	31,374,063

EXHIBIT "F."

"IN INSPECTION" OF WESTERN WHITE AND RED AND WINTER WHEAT IN CARLOADS BY ROADS AND GRADES IN MINNEAPOLIS, DULUTH, ST. CLOUD AND NEW PRAGUE, CROP OF 1902, SEPTEMBER 1, 1902, TO AUGUST 31, 1903.

MINNEAPOLIS.

ROADS.	WINTER					WESTERN WHITE					WESTERN RED					Total.				
	No. 1			No. 2		No. 3		Rej.	No Grade	No. 1			No. 2		No. 3		Rej.	No Grade		
	No. 1	No. 2	No. 3	No. 1	No. 2	No. 1	No. 2			No. 1	No. 2	No. 1	No. 2	No. 3						
Great Northern Ry.....	2	95	2,349	823	281															3,550
Chicago, Milwaukee & St. P. Ry..	33	824	762	357	45															2,021
Minneapolis & St. Louis Ry.....		14	222	31	29															296
Northern Pacific Ry.....		1				4	1													6
Chicago, St. Paul, M. & O. Ry.....		42	1,515	617	150															2,324
Chicago Great Western Ry.....	128	143	197	187	21															676
Wisconsin Central Ry.....	4	143	80	2	3															232
Total	167	1,262	5,125	2,017	529	4	1													9,105

DULUTH.

Northern Pacific Ry.....					14	46	9	27	67	44	10	4	1				223
Eastern Minnesota Ry.....					12	13	5										223
Chicago, St. Paul, M. & O. Ry.....		2	5	9													16
Total		2	66	141	12	27	51	9	27	67	44	10	4	1			461

ST. CLOUD.

All roads		34															34
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NEW PRAGUE.

Minneapolis & St. Louis Ry.....		31	50														81
Grand total	167	1,329	5,241	2,153	541	31	52	9	27	67	44	10	4	1			9,681

EXHIBIT "G."

"IN INSPECTION" OF CORN IN CARLOADS, BY ROADS AND GRADES, IN MINNEAPOLIS, DULUTH AND ST. PAUL, CROP OF 1902, SEPTEMBER 1, 1902, TO AUGUST 31, 1903.

MINNEAPOLIS.

ROADS.	YELLOW CORN		WHITE CORN		CORN			Total
	No. 2	No. 3	No. 2	No. 3	No. 3	No. 4	No Grade	
Great Northern Ry.....	6	16	4	3	16	44	60	149
Chicago, Milwaukee & St. Paul Ry..	1	54	1	21	26	51	85	238
Minneapolis & St. Louis Ry.....	2	32	.....	5	64	47	81	231
Chicago, St. Paul, M. & O. Ry.....	5	219	.....	34	149	793	1,062	2,252
Chicago Great Western Ry.....	.....	7	.....	11	14	6	124	162
Total	14	323	5	74	268	941	1,402	3,032

DULUTH.

Northern Pacific Ry.....	.....	.....	.....	.....	1	.....	1	2
Eastern Minnesota Ry.....	.....	.....	.....	.....	2	.....	.....	2
Chicago, St. Paul, M. & O. Ry.....	.....	3	.....	.....	6	9	31	49
Total	3	9	9	32	53

ST. PAUL.

All roads	2	6	24	23	46	101
Grand total	16	337	5	74	301	973	1,480	3,186

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EXHIBIT "H."

"IN INSPECTION" OF OATS IN CARLOADS, BY ROADS AND GRADES, IN MINNEAPOLIS, DULUTH AND ST. PAUL, CROP OF 1902, SEPTEMBER 1, 1902, TO AUGUST 31, 1903.

MINNEAPOLIS.

ROADS.	WHITE OATS			OATS			Total
	No. 2	No. 3	No. 4	No. 2	No. 3	No. Grade.	
Great Northern Ry.....	144	662	657	4	410	221	2,098
Chicago, Milwaukee & St. Paul Ry....	102	970	1,410	.....	1,303	593	4,378
Minneapolis & St. Louis Ry.....	6	88	177	.....	667	524	1,462
Soo Line.....	17	242	121	.....	21	18	419
Northern Pacific Ry.....	11	170	83	.....	33	19	316
Chicago, St. Paul, M. & O. Ry.....	4	204	708	.....	1,613	453	2,982
Chicago Great Western Ry.....	40	706	712	.....	495	302	2,255
Minnesota Transfer.....	4	10	5	.....	6	4	29
Wisconsin Central Ry.....	.....	1	1	.....	.....	.....	2
Total	328	3,053	3,874	4	4,548	2,134	13,941

DULUTH.

Northern Pacific Ry.....	34	328	47	.....	177	45	631
Eastern Minnesota Ry.....	17	271	51	.....	315	156	810
Chicago, St. Paul, M. & O. Ry.....	.....	338	7	.....	606	106	1,057
Total	51	937	105	.....	1,098	307	2,498

ST. PAUL.

All roads	7	47	73	69	12	208
Grand total	386	4,037	4,052	4	5,715	2,453	16,647

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EXHIBIT "I."

"IN INSPECTION" OF RYE IN CARLOADS, BY ROADS AND GRADES, IN MINNEAPOLIS, DULUTH AND ST. PAUL, CROP OF 1902, SEPTEMBER 1, 1902, TO AUGUST 31, 1903.

MINNEAPOLIS.

ROADS.	No. 1	No. 2	No. 3	No Grade	Total
Great Northern		258	43	30	331
Chicago, Milwaukee & St. Paul		432	150	75	657
Minneapolis & St. Louis	1	147	45	14	207
Soo Line		51	4		55
Northern Pacific		19	3	1	23
Chicago, St. Paul, Minneapolis & Omaha ..		232	141	37	410
Chicago Great Western		89	51	50	190
Wisconsin Central		2			2
Total	1	1,279	442	207	1,929

DULUTH.

Northern Pacific		309	31	27	367
Eastern Minnesota		281	12	17	310
Chicago, St. Paul, Minneapolis & Omaha ..		357	48	16	421
Total		947	91	60	1,098

ST. PAUL.

All Roads		1			1
Grand Total	1	2,227	533	267	3,028

EXHIBIT "J."

"IN INSPECTION" OF BARLEY IN CARLOADS, BY ROADS AND GRADES, IN MINNEAPOLIS, DULUTH AND ST. PAUL, CROP OF 1902, SEPTEMBER 1, 1902, TO AUGUST 31, 1902.

MINNEAPOLIS.

ROADS.	No. 1	No. 2	No. 3	No. 4	No. 5	No. Grade	Total
Great Northern Ry.....	28	574	1,123	1,368	314	2,407
Chicago, Milwaukee & St. Paul Ry.....	7	302	741	938	366	2,349
Minneapolis & St. Louis Ry.....	3	46	208	392	266	855
Soo Line	3	91	235	78	13	423
Northern Pacific Ry.....	1	79	270	141	35	525
Chicago, St. Paul, Minneapolis & Omaha Ry.....	7	121	640	1,284	351	2,303
Chicago Great Western Ry.....	8	245	423	89	765
Minnesota Transfer	1	11	13	5	29
Wisconsin Central Ry.....	2	.....	.....	2
Total	48	1,222	3,470	4,631	1,381	10,752

DULUTH.

Northern Pacific Ry.....	130	41	142	570	647	64	1,594
Eastern Minnesota Ry.....	2	5	569	1,408	1,772	253	4,009
Chicago, St. Paul, Minneapolis & Omaha Ry.....	.....	1	.....	106	448	26	581
Total	*132	†47	711	2,084	2,867	343	6,134

ST. PAUL.

All roads .....	.....	1	11	161	13	.....	186
Grand total	132	96	1,944	5,715	7,511	1,724	17,122

* Includes 126 cars Chevalier barley.

† Includes 33 cars Chevalier barley.

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EXHIBIT "K."

"IN INSPECTION" OF FLAX SEED IN CARLOADS, BY ROADS AND GRADES, IN
MINNEAPOLIS, DULUTH AND ST. PAUL, CROP OF 1902, SEPTEMBER 1, 1903,
TO AUGUST 31, 1903.

MINNEAPOLIS.

ROADS.	Spcl. Insp.	No. 1 N. W.	No. 1	Rejected	No Grade	Total
Great Northern	59	2,479	1,347	73	3,958
Chicago, Milwaukee & St. Paul.....	62	1,089	731	46	1,923
Minneapolis & St. Louis.....	30	482	31	21	981
Soo Line	165	1,915	816	24	2,920
Northern Pacific	31	533	526	34	1,174
Chicago, St. Paul, Mpls. & Omaha.....	6	246	785	25	1,162
Chicago Great Western	42	229	18	289
Minnesota Transfer	14	237	212	13	476
Total	367	7,173	5,084	264	12,588

DULUTH.

Northern Pacific .....	.....	206	6,416	2,049	32	8,703
Eastern Minnesota .....	.....	121	9,462	2,187	50	11,320
Chicago, St. Paul, Mpls. & Omaha.....	.....	22	288	107	2	419
Special Inspection	567	.....	.....	.....	.....	567
Total	567	349	16,166	4,343	84	21,509

ST. PAUL.

All Roads .....	.....	.....	.....	1	.....	1
Grand Total	461	716	23,339	9,428	348	34,398

EXHIBIT "L."

STATEMENT OF "OUT INSPECTION" INTO CARS AND VESSELS, OF COARSE GRAIN, INCLUDING WINTER WHEAT, AT ST. PAUL,
MINNEAPOLIS AND DULUTH; CROP OF 1902; SEPT. 1, 1902, TO AUG. 31, 1903.

MONTHS.	ST. PAUL				MINNEAPOLIS				DULUTH								GRAND TOTAL										
									Winter Wheat				Corn—Cars.		Oats		Rye		Barley		Flax						
									Bush. Into Vess'ls		Bush. Into Vess'ls		Bush. Into Vess'ls		Bush. Into Vess'ls		Bush. Into Vess'ls		Bush. Into Vess'ls		Cars		Bushels into Vessels				
									Cars		Cars		Cars		Cars		Cars		Cars		Cars		Cars		Cars		
	Corn	Oats	Rye	Barley	Winter Wheat	Corn	Oats	Rye	Barley	Flax	Cars	Into Vess'ls	Cars	Into Vess'ls	Cars	Into Vess'ls	Cars	Into Vess'ls	Cars	Into Vess'ls	Cars	Into Vess'ls	Cars	Into Vess'ls	Cars	Into Vess'ls	Cars	Into Vess'ls
September, 1902.	9	143	28	55	133	34	458	79	686	375	3	3	25	113,170	221,262	13	451,649	40	1,342,314	2,077	2,128,896						
October, 1902.	3	184	50	41	175	14	627	116	870	488	5	5	54	317,673	1,309,131	29	2,006,194	190	5,424,280	2,847	8,087,238						
November, 1902.	3	219	10	32	.....	20	393	103	538	5	5	89,966	3	237,534	100,299	30	1,650,693	182	4,654,344	2,136	6,733,326					
December, 1902.	3	113	12	38	20	85	407	108	583	290	3	3	21	74,670	102,140	54	1,885,343	531	647,447	2,278	1,321,860						
January, 1903.	3	161	4	22	28	198	563	83	535	199	.....	.....	1	.....	.....	90	.....	875	.....	2,791	.....					
February, 1903.	3	204	4	4	95	163	337	64	213	441	.....	.....	1	.....	.....	53	.....	440	.....	2,036	.....					
March, 1903.	12	102	18	28	159	102	371	57	183	398	1	.....	22	.....	.....	23	.....	252	.....	1,729	.....					
April, 1903.	6	134	47	19	128	75	736	64	272	538	7	16,979	31	364,281	1,400,423	13	429,568	131	1,156,390	2,242	2,457,218						
May, 1903.	37	2	10	171	38	391	44	170	235	6	21,350	1	730,423	1	64,865	8	181,717	101	1,286,447	1,241	2,284,902					
June, 1903.	.....	4	10	.....	70	43	589	21	173	189	16	.....	24	94,967	56,800	1	.....	33	685,908	1,172	838,686		
July, 1903.	.....	.....	.....	.....	13	41	543	26	106	145	1	.....	29	464,138	38,245	7	.....	43	1,289,509	963	1,791,832
August, 1903.	.....	.....	.....	.....	91	17	289	41	152	45	.....	.....	24	56,976	58,913	5	25,000	13	1,063,898	677	1,204,758
Total	42	1,307	175	249	1,083	830	5,702	796	4,451	3,991	47	139,955	8	2,963,852	3,951,655	326	5,330,664	2,831	17,452,619	22,181	26,823,745						

EXHIBIT "M."

SHOWING THE NUMBER AND DISPOSITION OF CARS RE-INSPECTED AT MINNEAPOLIS AND DULUTH FROM SEPTEMBER 1, 1902 TO AUGUST 31, 1903.

MONTHS.	MINNEAPOLIS					DULUTH				
	Raised	Lowered	Dockage Changed	Sustained	Total	Raised	Lowered	Dockage Changed	Sustained	Total
September, 1902	530	98	107	833	1,568	1,345	63	172	3,087	4,667
October, 1902	839	125	192	1,167	2,323	1,157	48	168	2,677	3,950
November, 1902	993	147	226	1,289	2,655	913	22	201	1,818	2,984
December, 1902	898	264	268	1,302	2,732	1,633	16	54	1,389	3,633
January, 1903	616	149	162	744	1,671	34	5	15	148	202
February, 1903	390	102	143	393	1,028	100	11	42	388	541
March, 1903	342	122	98	361	873	65	6	56	266	383
April, 1903	306	101	115	351	873	27	2	13	114	156
May, 1903	290	81	80	253	684	19	1	2	73	94
June, 1903	343	187	194	444	1,118	66	2	16	212	296
July, 1903	377	166	121	356	920	37	1	19	122	179
August, 1903	192	22	53	205	542	19	1	23	136	173
Total	6,116	1,874	1,759	7,758	17,007	3,934	173	753	9,339	14,283

EXHIBIT "N."

INSPECTORS' RECORD—CARS INSPECTED FROM SEPTEMBER 1, 1902, TO AUGUST 31, 1903.

INSPECTOR.	Number of Months Inspecting	Cars Inspected	Cars Reinspected	Cars Changed on Reinspection	Cars Sustained on Reinspection	Cars Appealed	Cars Changed on Appeal	Cars Sustained on Appeal	Cars Unchanged	Percentage Correct Inspection
Number 1.....	12	12,192	2,892	934	1,963	1,203	304	896	10,959	89.9
Number 2.....	12	4,045	137	83	54	25	10	15	3,952	97.7
Number 3.....	12	16,624	796	321	474	334	113	223	16,191	97.4
Number 4.....	12	1,033	.....	.....	.....	.....	.....	.....	1,033	100.0
Number 5.....	4	299	43	14	29	8	.....	20	277	92.6
Number 6.....	12	21,188	1,599	907	692	298	39	259	20,242	95.5
Number 7.....	12	14,050	3,709	1,472	2,237	1,730	531	1,199	12,070	85.9
Number 8.....	12	2,405	16	5	11	5	.....	4	2,398	99.7
Number 9.....	12	479	.....	.....	.....	.....	.....	.....	479	*100.0
Number 10.....	12	16,902	1,959	898	1,041	392	59	333	15,845	94.3
Number 11.....	12	5,926	2,254	792	1,462	967	270	697	5,371	84.8
Number 12.....	12	14,638	3,866	1,413	2,453	1,821	490	1,361	12,784	87.3
Number 13.....	12	24,340	1,438	263	1,175	836	338	498	23,741	97.6
Number 14.....	12	15,271	1,226	782	444	163	26	136	14,463	94.7
Number 15.....	11	17,525	1,508	782	726	320	42	278	16,701	95.3
Number 16.....	12	17,591	1,430	805	625	274	41	233	16,745	95.2
Number 17.....	12	16,583	1,496	741	745	346	44	302	15,798	95.3
Number 18.....	11	620	1	1	.....	.....	.....	.....	619	*99.8
Number 19.....	10	165	.....	.....	.....	.....	.....	.....	165	*100.0
Number 20.....	12	13,386	1,382	710	672	243	40	203	12,636	94.4
Number 21.....	10	136	.....	.....	.....	.....	.....	.....	136	*100.0
Number 22.....	12	15,291	1,982	1,094	888	353	53	294	14,139	92.5
Number 23.....	10	88	.....	.....	.....	.....	.....	.....	88	*100.0
Number 24.....	12	12,009	1,248	684	564	171	23	148	11,302	94.1
Number 25.....	12	9,045	761	530	231	96	22	74	8,493	93.9
Number 26.....	9	100	.....	.....	.....	.....	.....	.....	100	*100.0
Number 27.....	7	70	.....	.....	.....	.....	.....	.....	70	*100.0
Number 28.....	12	180	.....	.....	.....	.....	.....	.....	180	*100.0
Number 29.....	12	13,984	1,353	839	514	166	35	121	13,110	93.7
Number 30.....	11	3,400	145	78	67	34	2	32	3,320	97.6
Number 31.....	9	88	4	.....	4	4	.....	4	88	*100.0
Number 32.....	1	12	.....	.....	.....	.....	.....	.....	12	*100.0
Number 33.....	5	745	.....	.....	.....	.....	.....	.....	745	*100.0
Number 34.....	1	74	16	5	11	1	.....	1	69	93.2
Number 35.....	1	96	10	3	7	5	.....	5	93	96.9
Number 36.....	12	564	5	.....	5	.....	.....	.....	564	100.0
Grand total.....	.....	272,044	31,265	14,156	17,109	9,813	2,465	7,348	255,479	93.9

* Represents inspection of grain "out of store" wherein it is the duty of the inspector to see that such grain is fully up to the standard as required by the rules.

EXHIBIT "N."—Continued.

INSPECTORS' RECORD—BUSHEL'S INSPECTED FROM SEPTEMBER 1, 1902, TO
AUGUST 31, 1903.

INSPECTOR.		Number of Months' Inspecting	Bushels Inspected	Bushels Unchanged
No.	1.....	12	712,163	712,163
No.	5.....	4	27,921	27,921
No.	7.....	12	229,962	229,962
No.	8.....	12	1,201,475	1,201,475
No.	9.....	12	7,260,775	7,260,775
No.	11.....	12	154,447	154,447
No.	12.....	12	643,022	643,022
No.	13.....	12	250,350	250,350
No.	18.....	11	5,629,459	5,629,459
No.	19.....	10	6,876,307	6,876,307
No.	21.....	10	8,404,156	8,404,156
No.	23.....	10	6,750,607	6,750,607
No.	26.....	9	3,691,735	3,691,735
No.	27.....	7	1,262,380	1,262,380
No.	28.....	12	5,386,527	5,386,527
No.	29.....	12	328,498	328,498
No.	30.....	11	4,183,196	4,183,196
No.	31.....	9	4,430,534	4,430,534
No.	32.....	1	1,009,989	1,009,989
No.	33.....	5	860,056	860,056
Total .....		.....	59,293,559	59,293,559

REPORT OF STATE WEIGHMASTER AT MINNEAPOLIS.

Minneapolis, Minn., Sept. 15, 1903.

To the Honorable Board of Railroad and Warehouse Commissioners, St. Paul, Minn..

Gentlemen:—The eighteenth annual report of the State Weighing Department, Minneapolis district, for the crop year September 1, 1902, to August 31, 1903, inclusive of both dates, is herewith respectively submitted to your honorable board.

The force of the Department numbers 69, as follows: One chief weighmaster, one chief clerk, two office clerks, one stenographer, one shortage clerk, one scale inspector, sixty-two weighers.

State supervision of weighing, in this system, extends to Flour Mills, Elevators, Linseed Oil Mills and Feed Mills, as classified below.

FLOUR MILLS, TOTAL 16.

Cataract, Christian, Columbia, Crown Roller, Dakota, Excelsior, Galaxy, Humboldt, Minneapolis, Palisade, Pillsbury "A", Standard, St. Anthony, Washburn "A", Washburn "B", Washburn "C".

ELEVATORS, TOTAL 45.

Atlantic, Milwaukee "B", Empire "C", Consolidated, Crescent, Exchange, Electric Steel, Great Northern, Great Western No. 1, Great Western No. 2, Elevator "H", Interstate No. 1, Interstate No. 2, Interior No. 1, Interior No. 2, Elevator "K", Monarch, Midway No. 1, Midway No. 2, Minnehaha, Mississippi, Pillsbury, Pillsbury "B" Pioneer Steel, Republic, St. Anthony No. 1, St. Anthony No. 2, St. Anthony No. 3, Star, Standard, Shoreham, *Dibble, Transfer No. 1, Transfer No. 2, Union, Victoria, **Concrete No. 1, ***Concrete No. 2, Elevator "X", Elevator "T", North Star Malting, Gluek Brewing Co., Elevator "L", Calumet, Huhn.

*Formerly the Stewart Elevator.

**Formerly the Woodworth No. 1.

***Formerly the Woodworth No. 2.

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LINSEED OIL MILLS, TOTAL 6.

Archer, Minnesota, Midland, Northern, Western, Daniels.

FEED MILLS, TOTAL 4.

Diamond, North East Feed, North Star Feed, Occidental.

RECAPITULATION.

Total Flour Mills.....	16
Total Elevators	45
Total Linseed Oil Mills.....	6
Total Feed Mills.....	4
Total Places	71

While the grand total of seventy-one places where we have supervised the weighing during the last crop year is the same as during the preceding year, still four (4) new elevators and one (1) linseed oil mill have been added, viz.: Elevator "L", Huhn, Calumet and Gluek Brewing Co.'s elevator and the Daniels Linseed Oil Mill, which five places make up for the following named places where State Weighing has ceased—Great Northern No. 2, Pillsbury "C" Mill, and the Milwaukee, Omaha and St. Louis R. R. yards.

The fact that there is an excess deficiency over the last crop year is due largely to the increased salaries of a majority of the weighers to \$77.00 per month, according to rule, while during the period covered by the last annual report said weighers had been serving their first year at a salary of \$67.00 per month. Another item towards the deficiency is that the number of cars weighed during the crop year just passed is less by 4,914 than the total number weighed during the preceding year, regardless of the fact that the volume of grain in bushels increased 12,923,607 bushels over the preceding crop year, which shows two important conditions, viz.: That while the number of cars weighed has decreased, the size of load per car has been greatly increased, or in other words since the number of cars weighed determines the amount of revenue, it is at once evident that during the past crop year the Weighing Department has done more work or supervised the weighing of a much larger volume of grain for less compensation than during the preceding year, because of the greater car capacities. From these figures, in order to make the Department self sustaining as contemplated by the law, it is apparent that some means will eventually have to be adopted by which the charges will be in proportion to the volume of grain weighed, for the limit has not yet been reached, as regards the size of cars, as all the cars now being built are of the largest type and many of the older, smaller cars are going out of service, therefore we cannot expect a great increase in the number of cars weighed under these circumstances.

It seems that since larger cars actually mean more work in weighing, as it is necessary to weigh two or more drafts on many of the larger cars, it would not be unreasonable to establish an extra charge on cars containing over 1,000 bushels, or increase the present fee per car.

The very closest attention has been given to the matter of claims for shortage.

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It is practically impossible in the handling of such an enormous amount of grain, involving so many mental and mechanical operations, to avoid occasional error, or for some unavoidable loss to occur, but when the cause of alleged shortage is found, satisfactory settlement is invariably made between the contending interests.

Many claims have been found to be without reasonable foundation, based either upon estimated weights, or error in accounting on part of the shipper, or in faulty loading apparatus in shipping elevator.

The State patrol system in the R. R. yards has been of the greatest benefit in guarding against loss by pilfering and car sweeping, and I would urge the continuation of this watching service, for surely the shipper of grain is entitled to protection of his property while it is in the terminal yard, as well as accurate weights at the terminal elevator.

The appended tables from 1 to 7 inclusive, give a statement of the business of the Department in detail for the grain year beginning Sept. 1st, 1902, and ending August 31st, 1903.

It is gratifying to be able to report that the efforts of the members of the Department have been laudable, and their earnest co-operation has made it possible to conduct the business of the Department to whatever degree of satisfaction has been attained.

Very respectfully yours,
P. P. QUIST,
State Weighmaster.

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TABLE I. MINNEAPOLIS WEIGHING DEPARTMENT.

CONDITION AND GROWTH OF THE DEPARTMENT SINCE ITS ORGANIZATION.

YEAR	Number of Places Weighed at	Number of Employees	Receipts	Disbursements	Deficiency	Surplus	Number of Cars Weighed
1886	32	16	\$13,397.85	\$13,984.51	\$ 586.66		65,849
1887	32	20	18,534.50	17,418.01		\$1,121.49	107,446
1888	34	25	25,024.40	22,593.41		2,430.99	111,159
1889	39	29	25,420.85	25,195.21		225.64	119,086
1890	43	29	27,919.95	27,180.25		739.70	122,589
1891	49	35	32,366.07	30,501.49		1,864.58	149,796
1892	51	49	44,210.35	38,388.76		5,821.59	205,673
1893	56	51	39,823.05	46,432.79	6,609.74		181,345
1894	60	48	36,502.37	44,780.59	8,278.22		152,635
1895	61	47	40,573.95	41,206.70	632.75		145,328
1896	65	49	49,765.65	47,736.37		2,029.28	187,147
1897	66	55	43,136.26	50,193.94	7,057.68		202,926
1898	66	56	39,179.71	55,084.94	16,505.23		231,017
1899	60	59	34,465.41	57,448.68	22,958.27		202,293
1900	60	54	53,998.50	53,069.23		929.27	214,490
1901	65	66	63,660.14	57,842.77		5,817.37	238,198
1902	69	70	59,534.69	63,540.42	4,005.73		222,429
1903	71	69	59,471.75	70,600.77	11,129.02		217,515

TABLE II. MINNEAPOLIS WEIGHING DEPARTMENT.

RECEIPTS, DISBURSEMENTS, SURPLUS, DEFICIENCY.

MONTHS.	Receipts	Disbursements	Surplus	Deficiency	Printing and Stationery	Net Deficiency
September, 1902	\$ 5,454.25	\$ 5,667.09		\$ 212.84	\$ 145.75	
October, 1902	6,417.00	6,072.13	\$ 344.87			
November, 1902	6,372.50	5,992.36	380.14			
December, 1902	6,087.35	6,060.84	26.51		228.50	
January, 1903	5,165.00	5,895.28		730.28	1.25	
February, 1903	4,007.45	5,596.03		1,588.58	266.80	
March, 1903	4,611.85	5,988.17		1,376.32	17.50	
April, 1903	4,699.75	5,773.86		1,074.11	73.50	
May, 1903	4,555.90	5,742.37		1,186.47		
June, 1903	4,149.00	5,674.82		1,525.82	4.50	
July, 1903	4,158.25	5,739.17		1,580.92		
August, 1903	3,793.45	5,591.85		1,798.40	79.00	
Total	\$59,471.75	\$69,793.97	\$ 751.52	\$11,073.74	\$ 806.80	\$11,129.02

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TABLE III. MINNEAPOLIS WEIGHING DEPARTMENT.

SOURCES OF REVENUE.

MONTHS.	Mills and Elevators	Labor and Scale Testing	Total
September, 1902.....	\$ 5,099.75	\$ 354.50	\$ 5,454.25
October, 1902.....	6,048.25	368.75	6,417.00
November, 1902.....	6,116.25	256.25	6,372.50
December, 1902.....	5,743.50	343.85	6,087.35
January, 1903.....	4,882.75	282.25	5,165.00
February, 1903.....	3,608.50	398.95	4,007.45
March, 1903.....	4,135.75	416.10	4,611.85
April, 1903.....	4,193.25	666.50	4,699.75
May, 1903.....	3,972.00	583.90	4,555.90
June, 1903.....	3,628.00	521.00	4,149.00
July, 1903.....	3,625.75	532.50	4,158.25
August, 1903.....	3,265.00	528.45	3,793.45
Total	\$ 54,378.75	\$ 5,093.00	\$ 59,471.75

TABLE IV. MINNEAPOLIS WEIGHING DEPARTMENT.

AMOUNT OF GRAIN IN BUSHELS WEIGHED INTO ELEVATORS AND MILLS.

MONTHS.	Wheat	Corn	Oats	Rye	Barley	Flax	Total
September, 1902	9,008,390	122,099	1,789,685	145,693	1,818,714	852,439	13,737,020
October, 1902	12,250,485	110,662	1,990,019	126,801	1,697,262	1,520,713	17,695,942
November, 1902	14,413,635	133,677	1,118,080	131,445	1,075,827	1,829,675	18,702,339
December, 1902	13,263,413	352,036	1,255,561	138,425	1,010,757	1,525,460	17,545,652
January, 1903	9,648,178	419,649	1,442,899	117,978	825,497	1,044,151	13,498,352
February, 1903	6,471,081	318,752	1,319,109	86,747	599,822	680,925	9,476,436
March, 1903	7,729,922	183,888	953,554	91,732	312,980	1,157,788	10,429,864
April, 1903	7,099,687	167,604	479,140	34,612	192,942	739,962	8,713,947
May, 1903	6,921,610	127,460	761,359	50,083	171,414	425,863	8,457,739
June, 1903	6,175,651	179,808	1,751,282	50,498	331,516	774,036	9,262,701
July, 1903.....	5,983,295	134,824	1,285,978	64,738	178,514	474,179	8,121,528
August, 1903	5,979,916	131,982	1,019,503	76,799	467,285	143,816	7,819,245
Totals.....	104,945,263	2,382,391	15,166,169	1,115,461	8,682,530	11,169,001	143,460,815

TABLE V. MINNEAPOLIS WEIGHING DEPARTMENT.

AMOUNT OF GRAIN IN BUSHELS WEIGHED OUT OF ELEVATORS AND MILLS.

MONTHS.	Wheat	Corn	Oats	Rye	Barley	Flax	Total
September, 1902	2,997,996	29,938	1,073,023	92,340	1,317,319	364,139	5,874,755
October, 1902	2,053,519	15,962	1,570,284	110,993	1,526,955	512,712	5,790,425
November, 1902	1,488,684	27,255	1,138,801	103,095	846,704	587,769	4,192,308
December, 1902	1,247,834	91,205	1,022,057	117,016	900,325	321,237	4,699,674
January, 1903	1,905,408	204,407	1,416,864	88,247	741,728	251,014	4,607,308
February, 1903	1,793,262	196,763	952,395	63,335	452,769	499,769	3,958,293
March, 1903	2,473,317	110,105	816,753	67,944	274,066	483,678	5,225,768
April, 1903	4,753,083	82,557	1,264,105	52,085	349,440	570,463	7,071,733
May, 1903	5,405,306	47,164	701,556	51,718	237,010	230,028	6,662,782
June, 1903	2,752,314	82,375	1,586,499	26,966	216,487	218,663	4,863,804
July, 1903	3,461,498	54,690	1,364,909	32,167	128,274	231,414	5,272,952
August, 1903	2,982,648	25,613	739,113	31,835	257,180	45,747	4,082,141
Totals.....	34,315,369	947,674	13,646,369	837,741	7,238,257	4,316,533	61,301,943

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TABLE VI. MINNEAPOLIS WEIGHING DEPARTMENT.

NUMBER OF CARLOADS OF GIVEN CEREAL WEIGHED INTO ELEVATORS AND MILLS.

MONTHS.	Wheat	Corn	Oats	Rye	Barley	Flax	Feed	Total
September, 1902	9,912	136	1,236	186	1,833	961	87	14,381
October, 1902	13,111	126	1,346	158	1,669	1,644	123	18,386
November, 1902	15,387	147	753	159	1,021	2,047	215	19,769
December, 1902	14,415	378	876	172	1,075	1,634	198	18,798
January, 1903	10,526	445	1,025	146	909	1,205	220	14,475
February, 1903	7,224	347	928	106	655	756	168	10,179
March, 1903	8,479	206	673	126	363	1,272	151	11,274
April, 1903	7,656	171	380	54	249	917	213	9,619
May, 1903	7,292	151	577	65	202	508	149	8,924
June, 1903	6,721	163	1,259	79	351	989	124	9,666
July, 1903	6,822	144	1,015	108	267	749	133	9,233
August, 1903	6,820	138	794	113	517	263	80	8,724
Totals.....	114,364	2,552	10,874	1,455	9,141	12,924	1,868	153,178

TABLE VII. MINNEAPOLIS WEIGHING DEPARTMENT.

NUMBER OF CARLOADS OF GIVEN CEREAL WEIGHED OUT OF ELEVATORS AND MILLS.

MONTHS.	Wheat	Corn	Oats	Rye	Barley	Flax	Feed	Total
September, 1902	3,196	41	743	100	1,296	365	327	6,062
October, 1902	2,239	21	1,106	121	1,504	511	505	6,007
November, 1902	1,670	34	788	109	805	612	677	4,696
December, 1902	1,391	100	710	125	865	312	673	4,178
January, 1903	2,070	222	980	93	727	249	715	5,056
February, 1903	1,932	220	637	64	419	500	483	4,255
March, 1903	3,590	124	535	73	258	463	466	5,509
April, 1903	4,851	89	370	54	337	544	409	7,154
May, 1903	5,468	57	482	58	204	228	467	6,964
June, 1903	2,878	69	1,052	29	199	200	419	4,846
July, 1903	3,613	68	934	34	132	212	277	5,277
August, 1903	3,313	31	501	37	242	48	164	4,336
Totals.....	36,211	1,076	9,338	897	6,983	4,245	5,582	64,337

REPORT OF
STATE WEIGHMASTER.
AT DULUTH.

DULUTH, MINN., Oct. 16th, 1903.

The Honorable Railroad and Warehouse Commissioners, St. Paul, Minn.

Gentlemen:—I herewith submit the eighteenth annual report of the State Grain Weighing Department at Duluth for the crop year ending August 31st, 1903. The earnings are \$46,756.50. Expenses, \$36,347.29. Surplus, \$10,409.21, as shown by accompanying tables.

Yours respectfully,

J. B. SUTPHIN,
State Weighmaster.

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TABLE I. DULUTH WEIGHING DEPARTMENT.

RECEIPTS.

MONTHS.	Car Fees In	Car Fees Out	Cargo Fees	Cargo and Mill Overtime Fees	Scale Fees	Extra Charges to Mills and Small Elevators	Messenger	Daily Reports	Total Fees
September, 1902	\$3,502.00	\$134.25	\$3,801.11	\$91.66	\$5.00	\$108.50	.....	\$10.00	\$7,652.52
October, 1902	5,326.75	182.25	6,351.71	134.49	.....	112.75	\$22.50	5.00	12,135.45
November, 1902	3,960.50	157.50	5,326.02	114.15	.....	93.00	22.50	5.00	9,678.67
December, 1902	1,644.00	258.00	1,678.94	50.55	.....	119.00	5.62	5.00	3,761.11
January, 1903	679.75	316.75	.....	.....	.....	136.50	.....	5.00	1,138.00
February, 1903	951.75	166.25	.....	.....	.....	91.25	.....	5.00	1,213.75
March, 1903	755.75	119.25	.....	.....	.....	147.25	.....	5.00	1,027.25
April, 1903	521.00	168.25	1,950.66	27.90	137.50	132.25	.....	5.00	2,942.56
May, 1903	257.75	97.25	1,853.99	12.30	.....	166.00	.....	5.00	2,392.29
June, 1903	501.25	34.25	937.87	16.05	.....	114.25	.....	5.00	1,608.67
July, 1903	393.00	57.25	1,296.72	41.55	.....	174.00	.....	5.00	1,967.53
August, 1903	308.00	31.25	651.11	21.35	100.00	122.00	.....	5.00	1,238.71
Totals.....	\$18,801.50	\$1,722.50	\$23,848.13	*\$510.00	\$242.50	\$1,516.75	\$50.62	\$65.00	\$46,756.50

*Collected from mills, for overtime.....\$143.85

Collected from vessel agents, for overtime..... 316.15

Total\$510.00

DISBURSEMENTS.

MONTHS.	Pay Roll	Office Expenses, Printing, Supplies, Etc.	Total Expenses	Surplus	Deficit
September, 1902	\$3,237.04	\$307.52	\$3,544.56	\$4,107.96	.....
October, 1902	3,991.72	291.94	4,283.66	7,851.79	.....
November, 1902	3,832.89	263.79	4,096.68	5,581.99	.....
December, 1902	3,223.08	150.06	3,373.16	387.95	.....
January, 1903	2,791.33	128.73	2,920.06	.....	\$1,782.06
February, 1903	2,791.33	148.14	2,939.47	.....	1,725.72
March, 1903	2,791.33	183.96	2,975.29	.....	1,948.04
April, 1903	2,829.43	141.91	2,971.34	.....	28.78
May, 1903	2,791.33	153.08	2,944.41	.....	552.12
June, 1903	1,854.33	206.80	2,061.13	.....	452.46
July, 1903	1,863.03	142.40	2,005.43	.....	37.91
August, 1903	1,912.10	320.00	2,232.10	.....	993.39
Totals.....	\$33,906.94	\$2,438.35	\$36,347.29	\$17,928.69	\$7,560.48

Surplus\$10,409.21

TABLE 2. DULUTH WEIGHING DEPARTMENT.

CARS RECEIVED DURING CROP YEAR BEGINNING SEPTEMBER 1ST, 1902, AND ENDING AUGUST 31ST, 1903.

MONTHS.	Wheat	Corn	Oats	Rye	Barley	Flax	Screen- ings	Bonded Barley	Bonded Flax	Bonded Oats	Timothy Seed	Total
September, 1902.....	10,114	3	362	343	1,279	1,901	1	1	11			14,063
October, 1902.....	11,266	6	266	276	2,146	7,493	2	2	13			21,415
November, 1902.....	9,210	8	166	187	1,490	4,944	2	4	13			15,945
December, 1902.....	3,709	14	152	151	1,038	2,153	12	2	14			5,621
January, 1903.....	1,155	10	174	91	138	1,209	2	2	2		2	2,745
February, 1903.....	2,244	7	536	112	208	1,893	3	3	2			3,820
March, 1903.....	3,469	6	284	119	169	1,068	13	3	2			3,946
April, 1903.....	847	6	94	36	64	1,078	6					2,119
May, 1903.....	637	3	74	34	26	289				40		1,043
June, 1903.....	1,179	3	190	89	18	562	4	3				2,063
July, 1903.....	666	3	246	23	93	677	3	1				1,602
August, 1903.....	490	3	63	163	256	597	3	1	4			1,248
Totals.....	42,976	72	2,476	1,266	6,408	23,449	46	9	46	40	2	76,740

CARS SHIPPED DURING CROP YEAR BEGINNING SEPTEMBER 1ST, 1902, AND ENDING AUGUST 31ST, 1903.

MONTHS.	Wheat	Corn	Oats	Rye	Barley	Flax	Screen- ings	Bonded Barley	Bonded Flax	Timothy Seed	Oil Malt	Total
September, 1902.....	411		32	16	14	38	26					537
October, 1902.....	313		64	20	34	187	106	1	3		1	729
November, 1902.....	225	3	31	28	36	179	122				6	630
December, 1902.....	184	1	34	2	59	530	206		7		10	1,033
January, 1903.....	123	2	36		90	864	138		2	2	9	1,267
February, 1903.....	88		23		52	435	64	1			2	665
March, 1903.....	116	1	32		12	250	65					477
April, 1903.....	431		39	6	11	133	53				1	673
May, 1903.....	228	1	30	3	8	90	19		18			389
June, 1903.....	46		26	4	3	32	24				2	137
July, 1903.....	127		32	1	7	43	17				2	229
August, 1903.....	59		30	3	5	13	15					125
Totals.....	2,351	8	409	83	331	2,794	855	2	31	2	28	6,891

TABLE 3. DULUTH WEIGHING DEPARTMENT.

TOTAL RECEIPTS FOR CROP YEAR ENDING AUGUST 31ST, 1903.—WHEAT.

MONTHS.	Bushels No. 1 Hard	Bushels No. 1 Nor.	Bushels No. 2 Nor.	Bushels No. 3 Spring	Bushels Rejected	Bushels No Grade	Bushels Macaroni	Bushels Winter	Bushels Bonded	Total Bush- els Wheat
September, 1902.....	391,446.00	4,535,037.10	3,684,203.00	374,757.40	413,816.40	181,277.30	68,706.30	31,427.30	1,827.50	9,692,507.50
October, 1902.....	224,506.30	5,049,364.30	3,946,241.20	419,659.20	552,695.30	294,437.20	85,263.40	66,989.50	237,047.30	10,875,194.30
November, 1902.....	375,632.20	4,905,287.40	2,261,850.00	242,804.30	415,917.30	167,431.50	41,568.50	39,973.20	699,227.40	9,069,732.40
December, 1902.....	392,064.40	2,664,473.50	510,066.20	665,201.40	175,463.00	74,320.20	10,360.50	60,306.10	323,650.40	3,686,977.30
January, 1903.....	13,647.30	568,031.30	136,069.40	7,461.30	88,614.00	82,637.10	.....	67,618.30	123,101.00	1,067,178.50
February, 1903.....	137,238.20	1,443,973.10	296,510.40	41,935.10	69,949.00	69,264.20	597.00	40,001.00	80,438.20	2,169,967.00
March, 1903.....	90,981.50	840,147.40	244,733.00	40,553.10	31,944.00	31,987.10	.....	53,048.50	67,749.30	1,391,146.10
April, 1903.....	4,365.00	559,490.20	89,060.40	30,651.50	46,763.40	21,374.00	2,868.10	28,745.10	13,123.00	783,296.50
May, 1903.....	6,800.40	327,368.50	98,768.20	24,814.20	14,431.50	21,877.30	732.50	33,210.50	.....	583,073.10
June, 1903.....	47,015.00	791,918.10	187,763.50	30,183.40	28,997.40	11,393.20	437.00	32,626.40	604.20	1,130,921.60
July, 1903.....	21,082.50	441,657.50	111,992.20	20,382.00	28,798.40	15,068.30	7,265.00	8,248.30	.....	636,121.60
August, 1903.....	13,793.00	319,061.00	58,760.30	1,152.10	33,647.10	7,616.40	4,966.00	6,749.20	.....	446,768.50
Totals	1,633,681.40	21,905,842.40	11,625,037.40	1,300,553.00	1,890,093.40	986,170.00	222,744.50	468,942.40	1,466,769.50	41,474,836.00

TOTAL SHIPMENTS FOR CROP YEAR ENDING AUGUST 31ST, 1903.—WHEAT.

MONTHS.	Bushels No. 1 Hard	Bushels No. 1 Nor.	Bushels No. 2 Nor.	Bushels No. 3 Spring	Bushels Rejected	Bushels No Grade	Bushels Macaroni	Bushels Winter	Bushels Bonded	Total Bush- els Wheat
September, 1902.....	345,454.10	5,311,353.50	2,125,287.00	30,220.20	2,091.10	16,110.50	17,756.00	1,873.50	7,032.50	7,967,190.00
October, 1902.....	218,689.50	5,000,546.10	2,630,118.00	108,572.50	17,356.40	13,261.00	48,702.50	7,461.50	74,000.00	8,117,857.30
November, 1902.....	169,132.40	4,793,504.20	1,689,292.30	116,732.30	21,731.10	20,955.50	65,797.20	31,173.20	863,004.20	7,142,700.00
December, 1902.....	173,106.00	1,711,093.10	446,555.20	16,492.00	7,077.00	1,159.30	2,066.00	15,662.20	463,434.20	2,855,586.40
January, 1903.....	.....	48,348.50	60,773.00	.....	2,357.00	6,471.30	.....	.....	18,748.30	1,263,433.60
February, 1903.....	.....	13,460.50	67,392.30	2,065.50	.....	.....	.....	1,080.00	9,438.00	87,614.10
March, 1903.....	1,800.00	36,338.50	62,962.10	4,680.30	16,062.50	2,365.50	1,172.30	40,696.40	420,312.30	111,640.00
April, 1903.....	92,000.00	2,035,443.20	224,963.20	4,680.30	40,262.00	40,262.00	25,004.00	29,836.20	109,789.50	2,894,679.30
May, 1903.....	114,871.20	1,922,716.00	291,664.00	12,930.20	4,243.00	10,194.40	24,232.00	23,223.10	.....	2,661,197.10
June, 1903.....	59,000.00	1,940,863.60	2,541.20	3,286.20	2,412.30	1,649.20	4,279.10	1,166.40	1,727.40	1,473,764.60
July, 1903.....	628,365.00	923,704.40	41,701.20	.....	.....	.....	.....	.....	.....	1,602,698.50
August, 1903.....	10,950.40	453,762.50	6,404.10	3,633.20	4,268.20	400.00	23,136.40	686.50	.....	462,420.60
Totals	1,746,742.40	22,606,721.40	7,638,201.00	297,794.00	77,624.40	112,840.30	211,140.40	151,781.00	1,467,488.00	35,300,284.10

TABLE 4. DULUTH WEIGHING DEPARTMENT.

TOTAL RECEIPTS COARSE GRAIN, SEPT. 1, 1902, TO AUG. 31, 1903.

MONTHS.	Bushels Corn	Bushels Oats	Bushels Rye	Bushels Barley	Bushels Flax	Bushels Bonded Barley	Bushels Bonded Flax	Bushels Bonded Oats	Bushels Timothy	Total Bushels Received, All Grains Combined
September, 1902	2,231.28	519,368.22	287,011.41	1,353,921.16	1,841,448.31					13,708,489.08
October, 1902	5,214.16	288,569.22	246,642.06	2,271,531.04	7,460,126.47		8,277.10			21,258,709.01
November, 1902	7,335.90	246,735.26	166,567.44	1,496,384.16	4,976,064.11		11,871.44			16,773,636.57
December, 1902	13,446.10	70,272.14	66,189.32	673,212.44	2,066,316.16		11,897.28			6,946,861.56
January, 1903	8,947.08	269,815.28	25,239.51	144,727.33	1,220,733.52		2,853.12			2,749,091.55
February, 1903	5,548.20	791,887.16	15,696.54	217,075.24	817,904.17		1,769.06		26.00	4,019,763.17
March, 1903	4,462.32	408,861.00	11,206.31	164,498.04	1,126,768.38		1,732.28			3,108,663.33
April, 1903	4,947.28	163,463.14	30,070.20	43,578.16	1,066,498.24					2,078,834.32
May, 1903	1,706.00	111,790.80	29,116.22	13,795.10	260,542.38			79,890.30		1,006,022.60
June, 1903	3,998.62	279,332.22	32,086.06	27,809.20	501,220.12					2,115,306.12
July, 1903	2,096.80	357,172.28	18,164.26	72,143.26	534,414.36	2,997.38				1,643,066.64
August, 1903	3,338.32	82,371.18	127,035.07	307,530.36	198,690.56	908.02	3,721.44			1,669,266.44
Totals	63,311.06	3,368,692.16	1,083,966.04	6,686,296.08	22,269,719.43	7,764.16	41,853.04	79,890.30	26.00	76,374,846.07

Total wheat, bu..... 41,474,836.00

Total coarse grains, bu..... 33,600,009.07

Grand total.....75,074,845.07

60 lbs. used in reduction to bushels.

TABLE 4.—Continued.

TOTAL SHIPMENTS COARSE GRAIN, SEPT. 1, 1902, TO AUG. 31, 1903.

MONTHS.	Bushels Corn	Bushels Oats	Bushels Rye	Bushels Barley	Bushels Flax	Bushels Boned Bacon	Bushels Boned Flax	Bushels Boned Oats	Bushels Timothy Seed	Total Bu. Shipped, All Grains Combined
September, 1902		158,179.22	148,927.18	547,593.14	1,328,001.45					10,030,851.39
October, 1902		408,549.06	319,353.46	1,994,045.14	5,704,231.39					16,514,168.18
November, 1902		324,067.06	123,019.34	1,752,303.30	1,458,041.49					13,872,551.29
December, 1902		123,131.27	71,819.36	1,091,893.34	1,439,491.45					5,105,972.25
January, 1903		150,853.34		1,011,053.34	804,089.04					1,178,104.57
February, 1903		35,293.20		61,053.34	446,111.49					433,773.21
March, 1903		41,479.23		12,008.39	341,186.15					413,693.26
April, 1903		919,478.16		445,131.34	1,362,894.95					5,506,106.10
May, 1903		771,356.10		189,163.34	1,498,016.11					6,025,062.53
June, 1903		123,594.14		8,113.26	1,758,911.52					2,465,486.32
July, 1903		509,503.12		8,835.10	1,332,909.24					3,494,794.16
August, 1903		56,817.04		82,060.40	1,072,299.56					1,761,438.03
Totals		3,531,392.05	891,742.20	5,730,002.10	20,399,733.33	1,860.30	45,653.04	79,880.30	26.00	65,987,960.02

Total wheat, bu..... 35,300,224.10
 Total coarse grains, bu..... 30,887,075.53
 Grand total..... 66,187,299.63

60 lbs. used in reduction to bushels.
 Cargo shipments, 59,620,301.14 bushels.
 Car shipments, 6,567,558.48 bushels.

REPORT OF WAREHOUSE REGISTRAR.

STATE OF MINNESOTA,
OFFICE OF WAREHOUSE REGISTRAR,
ST. PAUL, Nov. 30th, 1903.

To the Railroad and Warehouse Commission, St. Paul, Minn.

Gentlemen:—I respectfully submit herewith, tabulated statements presenting the work of the State Grain Registration Department for the crop year ending August 31, 1903. This service is in operation at Minneapolis and Duluth only, these being the only terminal points at which public warehouses are in operation under the provisions of the Warehouse and Grain law.

As noted in the explanatory paragraph under the report for the Minneapolis district, the annual statement includes the business of that department for thirteen months instead of twelve months, ending August 31, 1903, owing to a change in the date for closing the fiscal year to conform with that of other branches of the grain department.

The tables submitted were prepared by Assistant Registrars W. M. Todd, at Minneapolis, and E. L. Millar, at Duluth. At the close of the crop year, Mr. Millar withdrew from his position and has been succeeded by Mr. George Munford, of Two Harbors, Minn.

Respectfully yours,
A. C. CLAUSEN,
Warehouse Registrar.

ANNUAL STATEMENT OF GRAIN RECEIVED AND SHIPPED BY THE STATE LICENSED ELEVATORS IN
THE MINNEAPOLIS DISTRICT FOR THE THIRTEEN MONTHS ENDING AUGUST 31, 1903.

RECEIVED.

MONTHS.	1 Hard	1 North'n	2 Nor'n	3	Rejec'd	No Grade	Special	Oats	Rye	Barley	Flax	Total
August, 1902.....	.....	19,061	.....	.....	.....	.....	140,614	.....	.....	.....	24,213	183,883
September, 1902.....	.....	117,485	67,922	.....	.....	.....	116,966	.....	.....	.....	101,413	239,774
October, 1902.....	.....	110,637	834,923	.....	.....	1,586	301,531	.....	1,833	12,980	161,413	546,760
November, 1902.....	37,063	823,807	834,923	.....	1,897	.....	181,953	.....	.....	13,187	51,083	1,453,741
December, 1902.....	86,499	831,246	272,566	28,673	.....	.....	63,786	.....	.....	.....	74,274	1,560,802
January, 1903.....	53,741	244,286	109,207	30,482	.....	.....	107,428	.....	.....	.....	178,034	694,589
February, 1903.....	23,977	168,491	91,637	.....	.....	.....	12,986	11,597	.....	.....	.....	323,689
March, 1903.....	.....	100,328	11,496	.....	.....	.....	.....	3,465	.....	.....	12,434	123,832
April, 1903.....	.....	149,417	.....	.....	.....	.....	.....	.....	.....	.....	11,089	123,832
May, 1903.....	.....	96,240	.....	.....	.....	.....	8,062	.....	.....	.....	9,236	153,653
June, 1903.....	.....	82,360	28,491	.....	.....	.....	4,362	.....	.....	.....	2,907	107,109
July, 1903.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7,661	123,324
August, 1903.....	.....	.....	.....	.....	.....	.....	27,239	.....	.....	.....	6,193	31,107
Totals	206,300	2,833,537	916,681	60,155	1,897	1,586	953,429	19,972	1,833	26,067	546,396	5,873,710

SHIPPED.

MONTHS.	1 Hard	1 North'n	2 Nor'n	3	Rejec'd	No Grade	Special	Oats	Rye	Barley	Flax	Total
August, 1902.....	.....	1,008,363	39,800	.....	.....	114,823	118,513	.....	.....	.....	72,468	1,333,946
September, 1902.....	.....	346,537	75,000	.....	.....	.....	193,757	.....	.....	.....	99,321	644,165
October, 1902.....	12,113	75,683	42,874	.....	.....	11,463	179,371	.....	3,849	26,067	61,000	413,354
November, 1902.....	86,301	.....	59,216	52,163	.....	88,730	87,328	.....	.....	.....	54,609	393,467
December, 1902.....	15,263	1,103	71,222	71,222	69,004	253,536	71,352	19,972	.....	.....	77,911	513,460
January, 1903.....	22,755	576	63,004	38,915	.....	.....	83,282	.....	.....	.....	97,570	324,321
February, 1903.....	26,668	.....	63,004	69,280	.....	.....	7,089	.....	.....	.....	12,700	184,786
March, 1903.....	21,401	25,413	50,000	8,428	.....	.....	48,074	.....	.....	.....	24,289	131,711
April, 1903.....	24,437	21,791	50,000	.....	.....	.....	13,589	.....	.....	.....	99,335	169,467
May, 1903.....	.....	430,549	3,885	.....	.....	.....	47,561	.....	.....	.....	.....	523,100
June, 1903.....	.....	377,694	392,763	.....	.....	.....	75,023	.....	.....	.....	20,477	773,044
July, 1903.....	.....	274,767	342,387	.....	.....	.....	49,069	.....	.....	.....	.....	726,868
August, 1903.....	.....	212,216	.....	.....	.....	.....	58,019	.....	.....	.....	.....	611,631
Totals	212,928	3,421,155	1,125,083	240,009	69,004	465,611	790,363	19,972	3,849	26,067	619,369	6,993,460

NOTE—The fiscal year of this department has heretofore terminated July 31. As all other departments close their year on August 31, the business of August, 1903, was included in this report to establish a uniformity in this respect.

W. M. TODD, Assistant Registrar,
Minneapolis, Minn.

WHEAT RECEIPTS AND SHIPMENTS—PUBLIC ELEVATORS—DULUTH DISTRICT, YEAR ENDING AUGUST 31, 1903.

RECEIPTS.

MONTH AND YEAR.	1 Hard	2 Northern	3 Spring	Rejected	No Grade	1 W. Winter	2 W. Winter	3 W. Winter
September, 1902.....	345,793.20	1,890,690.20	73,145.20	14,211.00	14,214.20	516.40	5,406.00	3,647.50
October, 1902.....	200,849.50	2,228,043.40	78,820.00	22,396.00	20,152.30	700.00	8,151.10	.....
November, 1902.....	337,887.00	596,795.10	40,026.40	16,301.30	16,676.60	711.30	5,322.00	.....
December, 1902.....	268,568.10	1,138,127.10	181,567.30	4,732.30	4,419.30	15,890.10	6,712.30	.....
January, 1903.....	10,618.00	283,890.40	50,499.40	6,537.50	6,323.40	.....	.....	.....
February, 1903.....	107,679.30	761,780.00	66,881.50	761.00	628.30	.....	.....	.....
March, 1903.....	81,365.50	489,881.40	96,619.00	614.30	.....	.....	.....	.....
April, 1903.....	4,297.50	81,033.50	16,644.60	1,899.30	1,793.00	.....	6,204.40	.....
May, 1903.....	5,664.50	52,252.30	8,897.10	442.20	19,816.40	.....	.....	.....
June, 1903.....	37,613.40	216,725.00	2,675.10	1,606.10	.....	.....	.....	.....
July, 1903.....	19,346.10	236,477.50	1,942.50	763.40	4,999.50	.....	.....	.....
August, 1903.....	7,324.20	106,446.20	9,597.20	.....	1,442.00	.....	.....	.....
Totals	1,426,998.10	9,975,075.20	202,076.10	69,027.00	88,450.50	17,918.20	30,796.20	3,647.50

RECEIPTS.—Continued.

MONTH AND YEAR.	Ref. W. Winter	1 Red W/in.	2 Red W/in.	3 Red W/in.	Ref Red W/in	1 Mac.	2 Mac.	Ref. Mac.	Total
September, 1902.....	2,823.20	832.30	3,058.30	2,151.10	382.40	49,510.40	14,457.40	.....	3,565,838.00
October, 1902.....	979.10	4,731.20	8,195.00	174.20	791.50	66,351.30	13,538.30	3,009.50	3,980,223.20
November, 1902.....	.....	15,283.40	7,981.00	.....	.....	35,676.40	2,307.30	2,085.00	3,656,256.50
December, 1902.....	.....	926.10	.....	.....	.....	7,962.50	2,249.10	.....	1,633,507.40
January, 1903.....	.....	.....	.....	.....	.....	.....	.....	.....	381,197.40
February, 1903.....	.....	.....	.....	.....	.....	587.00	.....	.....	877,317.50
March, 1903.....	.....	.....	.....	.....	.....	.....	.....	.....	658,832.00
April, 1903.....	.....	.....	.....	.....	.....	990.40	1,879.10	.....	113,123.10
May, 1903.....	.....	.....	.....	.....	.....	568.10	158.30	.....	88,438.50
June, 1903.....	.....	.....	.....	.....	.....	321.00	.....	.....	258,841.00
July, 1903.....	.....	.....	.....	.....	.....	.....	627.20	.....	264,157.40
August, 1903.....	.....	.....	.....	.....	.....	.....	3,117.10	.....	136,936.10
Totals	3,802.30	21,773.40	19,234.30	2,325.30	1,674.30	162,068.30	36,335.00	5,094.50	15,584,850.20

ABBREVIATIONS.

W. Winter—White Winter Wheat.
 Red W.in.—Red Winter Wheat.
 Mac.—Macaroni Wheat.

REPORT RAILROAD AND WAREHOUSE COMMISSION.

WHEAT RECEIPTS AND SHIPMENTS—Continued.

SHIPMENTS.

MONTH AND YEAR.	1 Hard	Northern	2 Northern	3 Spring	Rejected	No Grade	1 W. Winter	1 W. Winter	3 W. Winter
September, 1902.....	173,863.30	1,325,197.20	1,130,019.00	20,302.30	134.50	4,744.20	.....	.....	.....
October, 1902.....	229,201.30	1,888,887.00	1,056,484.40	65,075.00	15,283.50	6,918.50	.....	.....	.....
November, 1902.....	131,573.40	2,379,173.20	972,097.30	82,294.50	20,049.30	23,384.30	700.00	13,170.20	3,647.50
December, 1902.....	125,831.50	564,731.00	161,854.40	19,271.20	10,454.30	2,678.20	10,337.00	1,363.30	.....
January, 1903.....	.....	51,783.50	5,107.40	.....	.....	843.20	.....	.....	.....
February, 1903.....	.....	1,900.00	.....	.....	.....	4,117.30	.....	.....	.....
March, 1903.....	34,153.10	125,106.40	102,433.20	1,355.00	5,013.00	.....	.....	.....	.....
April, 1903.....	70,320.30	1,977,199.40	284,265.50	11,908.00	15,557.10	38,439.10	6,204.40	16,879.10	.....
May, 1903.....	58,000.00	770,332.50	284,816.40	.....	.....	6,515.40	.....	.....	.....
June, 1903.....	520,141.00	632,216.40	5,252.30	3,279.50	1,812.10	.....	.....	.....	.....
July, 1903.....	73,843.20	176,551.20	1,729.30	.....	514.50	6,575.20	.....	.....	.....
August, 1903.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals	1,424,038.30	9,894,083.20	3,710,635.30	203,486.30	68,830.50	92,207.00	17,301.40	31,413.00	3,647.50

SHIPMENTS.—Continued.

MONTH AND YEAR.	Bel. W. Winter	1 Red Win.	2 Red Win	3 Red Win.	Rej Red Win	1 Mac.	2 Mac.	Rej. Mac.	Total
September, 1902.....	.....	.....	.....	.....	.....	16,500.00	.....	.....	2,685,761.30
October, 1902.....	.....	.....	.....	.....	.....	15,043.30	.....	.....	3,277,563.10
November, 1902.....	3,802.30	.....	5,000.00	.....	.....	97,969.20	.....	638.50	3,732,078.20
December, 1902.....	.....	.....	.....	.....	.....	2,006.00	.....	.....	589,638.10
January, 1903.....	.....	.....	.....	.....	.....	.....	.....	.....	57,734.50
February, 1903.....	.....	.....	.....	.....	.....	.....	.....	.....	4,917.30
March, 1903.....	.....	.....	.....	.....	.....	.....	.....	.....	5,553.00
April, 1903.....	.....	.....	.....	.....	.....	.....	.....	.....	291,155.00
May, 1903.....	17,785.00	.....	.....	.....	.....	.....	.....	.....	2,415,485.20
June, 1903.....	3,988.40	.....	.....	.....	.....	.....	.....	.....	906,007.00
July, 1903.....	.....	.....	.....	.....	.....	.....	.....	.....	1,162,703.00
August, 1903.....	.....	.....	.....	.....	.....	.....	.....	.....	279,279.10
Totals	3,802.30	21,773.40	19,234.30	2,325.30	1,674.30	162,068.30	35,217.50	5,094.50	15,696,856.00

ABBREVIATIONS.

W. Winter—White Winter Wheat.
 Red Win.—Red Winter Wheat.
 Mac.—Macaroni Wheat.

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COARSE GRAIN RECEIPTS AND SHIPMENTS—PUBLIC ELEVATORS—DULUTH DISTRICT, YEAR ENDING AUGUST 31, 1903.

MONTH AND YEAR.	RECEIPTS.					SHIPMENTS.				
	Corn	Oats	Rye	Barley	Flax	Corn	Oats	Rye	Barley	Flax
September, 1902.....	.....	350,618.14	231,034.06	1,904,370.40	1,062,727.05	.....	91,601.18	134,660.00	479,393.39	573,740.50
October, 1902.....	.....	308,076.18	202,392.28	2,180,794.32	8,599,508.47	.....	228,746.18	178,565.50	1,612,017.16	1,946,919.30
November, 1902.....	821.44	169,079.02	189,261.04	1,474,537.02	2,437,684.01	821.44	312,927.06	238,079.36	1,841,429.08	3,329,077.21
December, 1902.....	.....	16,162.16	31,279.46	213,229.10	1,139,575.28	.....	108,073.24	101,376.44	1,190,089.32	651,858.53
January, 1903.....	.....	236,023.24	30,215.10	106,668.26	686,471.43	.....	6,723.14	.....	70,108.26	352,713.14
February, 1903.....	.....	749,249.22	9,512.52	164,060.00	483,961.14	.....	1,626.08	.....	50,835.32	242,066.45
March, 1903.....	974.06	348,783.24	3,562.38	65,293.06	501,340.55	974.06	2,576.23	.....	12,509.33	102,066.21
April, 1903.....	.....	108,170.00	15,430.20	5,775.20	359,065.36	.....	514,327.16	4,335.30	7,865.40	374,383.10
May, 1903.....	.....	62,987.26	13,307.23	5,660.40	110,200.52	.....	1,046,893.14	48,129.36	340,837.04	725,645.04
June, 1903.....	.....	136,126.26	12,703.52	.....	131,438.52	.....	63,279.02	30,068.04	5,687.24	379,402.06
July, 1903.....	.....	26,059.02	4,021.44	1,570.40	202,103.32	.....	173,135.30	17,235.30	.....	1,012,997.25
August, 1903.....	.....	28,976.28	70,421.34	96,809.08	73,067.26	.....	24,920.30	6,755.00	.....	285,973.25
Totals	1,795.50	2,544,314.12	802,949.26	5,615,121.32	10,836,774.00	1,795.50	2,572,837.16	749,184.06	5,610,789.16	9,976,859.24

TOTAL OF CARS RECEIVED AT PUBLIC HOUSES.

Elevators—"S".....	7,767
"D" & "G".....	1,232
"E," "F," & "I".....	3,677
"K" & "L".....	7,126 up to Dec. 5th, 1902.
Globe	1,217
Peavey	9,400
Itasca	5,081 up to May 23rd, 1903.
Total	35,490

E. L. MILLAR,
Assistant Registrar, Duluth.

COUNTRY ELEVATOR DEPARTMENT.

REPORT OF SUPERVISING INSPECTOR.

St. Paul, Minn., September, 1, 1903.

To the Honorable Railroad and Warehouse Commission of Minnesota.

Gentlemen:—The past year again denotes an increase in the number of public country elevators and warehouses. The total number of licenses issued was 1,593, as against 1,549 for the preceding year ending August 31, 1902. This is an increase of 44 houses, and perhaps represents the natural increase in the grain business.

The receipts of the Department for the year ending August 31, 1903, were \$1,593.00, which sum was turned over by check to the Chief Inspector of Grain. The expenses were:

Salary of supervising inspector.....	\$1,500.00
Other expenses, including traveling, postage, rent, printing, stationery	307.00
Total.....	\$1,807.00

The year just closed also denotes an increase in the number of railway stations where grain is received subject to the country elevator law, the total of such stations now being 781 as against 720 for the previous year. Of these several stations, I visited 110 during the past year, and inquired into the methods of grading, weighing and docking at the public elevators and warehouses at these places. I also examined their books, as to the form of storage and cash tickets they were using, and discovered a number who were using storage receipts different from those authorized and prescribed by the Commission. In all such cases a speedy change was demanded and made, and the several parties are now using the storage receipt prescribed by the Commission. It is only fair to state here, that these violations of the law were not in any sense willful ones, but rather owing to ignorance of the law, or misinterpretation of the same by some printer.

While on these visits, I had occasion to hear some complaints against terminal inspection and terminal weighing. Still there were few such complaints, considering the magnitude of the grain business in this state. This was particularly true of State weighing; I feel that I am warranted in saying that the past year has shown a material improvement in bringing the country warehousemen and the State Inspector and Weigher closer together. All complaints that indicated genuineness and fairness were forthwith reported by me to the Chief Inspector of Grain.

Again, I desire to call the attention of the Commission to the desirability of having a Scale Inspector for the country elevators exclusively. In my judgment, practically all material shortages arising now, are caused either by incorrect scales or loss in transit. The establishment of such a position would call for legislative action to raise the license fee, as it would be no more than fair that the beneficiaries of such an innovation should pay the expenses thereof. The statute fixes the license fee at \$1.00 for each license, which in the past has proven insufficient to pay the expenses of the country elevator department. A raise from \$1.00 to \$3.00 would be approximately sufficient. In this connection I desire to reiterate that particularly on the part of independent and farmers' elevators is there a desire for an official scale expert, and I join with them in stating that it would be a much needed and meritorious extension and improvement of the service.

In the matter of the issuing of "slips" (so called), I found in the past year no diminution of the trouble complained of in my first report, notwithstanding the language of the law:

"No receipt or certificate shall contain language in any wise limiting or modifying the liability of the party issuing the same as imposed by the laws of this state, and any such language, if inserted, shall be null and void.

"The party operating such country elevator or country warehouse shall keep a true and correct accounting, in proper book, of all grain received, stored and shipped at such elevator or warehouse, stating the weight, grade and dockage for dirt or other cause on each lot of grain received in store for sale, storage or shipment."

And country elevator rule No. 2:

"Rule 2. If grain is received into such elevator or warehouse for storage or shipment, a warehouse receipt must in all cases be issued for each separate lot of grain so received. Such receipt shall show upon its face the name of the owner, the date the grain was received, the grade, gross weight, tare and net weight of each lot of grain mentioned in said receipt. Such receipt shall also contain on its face a schedule of the charges established by the Commission for receiving, handling, storing and delivering grain."

There is still a persistent violation and disregard of this law and rule, particularly on the part of independent and farmers' houses.

The large line elevator companies have practically all issued and posted in their several houses, warnings that they will not be responsible for any except regular legal storage receipts. In spite of these precautions, they have been unable to stamp out this pernicious system among their agents. While generally resorted to as a convenient form to make memorandums, it invariably becomes the cloak under which dishonest agents hide their crookedness, causing annoyance and loss to the farmer as well as to their employer.

The statutes should be so amended that it would be a criminal offense, with a severe penalty attached, to issue such "slips", or any other form of indebtedness in lieu of the legally prescribed storage receipts.

In connection with the foregoing, I desire to call the attention of the Commission to another very dangerous violation of country elevator law occasionally practiced, for example,—to issue storage tickets for grain not actually received. In a general way the statute prohibits the issuance of such receipts now, but the law should be amended to the extent to make

this a specific crime, with an adequate punishment provided therefor. The law now provides for a fine of from \$50.00 to \$500.00, a penalty which I deem totally inadequate, where it is possible to commit fraud amounting to thousands of dollars. All safeguards which specific legislation can provide to compel the issuance, in all cases of stored grain, of legal storage receipts, and to prevent, under heavy penalties, the issuance of these receipts for grain not actually received, should speedily be provided for.

Another specific amendment to the country elevator law that I deem expedient and necessary, in view of the discoveries I have made in my official capacity, is: That it shall be made a crime on the part of any person or persons, individuals or corporations engaged in the business of a public warehouseman, or in the business of a public commission man, to make inaccurate reports of official inspection, weighing or dockage at terminal points to their agents or consignors at local points. An inaccurate report of the grading or dockage of grain is misleading to local buyers and inures to the disadvantage and loss of the producer. The same may be said of inaccurate reports of state weights. The rule established by the Chief Inspector of Grain in 1901, that duplicate certificates of inspection and weighing shall be issued to any person interested in the grain inspected or weighed, is highly appreciated and generally made use of by country elevator agents. A serious car shortage during the fall of 1902 made itself noticeable on several lines of railroad in this state. The principal trouble manifested itself on the lines of the Chicago, Milwaukee & St. Paul Railway from Appleton north and along the "Soo" line north of Glenwood. There is no doubt that local grain buyers sustained very material financial losses on account of their inability to secure cars at the proper time. While it would be unreasonable to expect railroads to be able to promptly supply all demands for cars at a season of the year when the immense crops of this state are being marketed, still I am of the opinion that the two railroads mentioned should make better provision for handling the crops than they now have. It is certainly not out of place to demand that they do as well in this respect as other lines do.

Another amendment to the statute, necessary in my judgment, is that all public elevator and warehousemen whose business is not entirely confined to the receipt, handling, storage and shipment of grain, shall keep their grain records entirely separate from any other business records. The country elevator law contemplates, primarily, the protection of the producer whose rights and properties become seriously jeopardized by the keeping of mixed business accounts on the part of public elevator and warehousemen. The public issuer of a storage receipt for grain becomes the custodian of certain amounts of grain intrusted to him; not money, not other property, but *grain*. Upon demand, he must deliver grain of the same kind and grade. It is very essential, therefore, that separate accounts be kept, and this should be made mandatory by law.

On April 15th, 1903, there were in this state, 1581 public country elevators with an average capacity of 20,291 bushels, and a total capacity of 32,080,430 bushels. The public elevator and warehouse business on that date was conducted by 27 large line companies, operating 15 or more houses; 22 large line companies operating from 10 to 15 houses; 20 small line companies operating from 4 to 8 houses; 54 small companies operating from 2 to 4 houses, and 388 independent concerns operating one house each. Of the

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latter, 80 were "so called" farmers' houses either on the co-operative or some other plan.

I subjoin statement containing the number of public country elevators and warehouses, together with average and total capacity on the several lines of railroad in this state.

The following is a comparative statement of receipts and expenses of this Department for the last four years:

Date.	Receipts.	Expenses.
Sept. 1, 1899, to Aug. 31, 1900.....	\$1,375.00	\$3,032.62
Sept. 1, 1900, to Aug. 31, 1901.....	1,400.00	2,393.01
Sept. 1, 1902, to Aug. 31, 1902.....	1,549.00	2,005.22
Sept. 1, 1902, to Aug. 31, 1903.....	1,598.00	1,897.00

Respectfully submitted,

HENRY FEIG,
Supervising Inspector.

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NUMBER OF PUBLIC COUNTRY ELEVATORS, TOTAL CAPACITY AND AVERAGE CAPACITY OF THE ELEVATORS AND WAREHOUSES ON THE SEVERAL LINES OF RAILROAD IN MINNESOTA.

GREAT NORTHERN RAILWAY.

Number of elevators.....	448
Capacity—Bushels	10,917,104
Average—Bushels	24,368

CHICAGO NORTHWESTERN RAILWAY.

Number of elevators.....	213
Capacity—Bushels	4,176,562
Average—Bushels	19,908

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

Number of elevators.....	351
Capacity—Bushels	6,910,366
Average—Bushels	19,687

MINNEAPOLIS & ST. LOUIS RAILWAY.

Number of elevators.....	150
Capacity—Bushels	2,615,436
Average—Bushels	17,436

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY.

Number of elevators.....	144
Capacity—Bushels	2,722,176
Average—Bushels	18,904

NORTHERN PACIFIC RAILWAY.

Number of elevators.....	119
Capacity—Bushels	2,404,188
Average—Bushels	20,203

CHICAGO GREAT WESTERN RAILWAY.

Number of elevators.....	69
Capacity—Bushels	993,376
Average—Bushels	14,396

MINNEAPOLIS ST. PAUL & SAULT STE. MARIE RAILWAY.

Number of elevators.....	66
Capacity—Bushels	940,262
Average—Bushels	14,246

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY.

Number of elevators.....	14
Capacity—Bushels	329,000
Average—Bushels	23,500

ILLINOIS CENTRAL RAILWAY.

Number of elevators.....	7
Capacity—Bushels	72,000
Average—Bushels	10,286

RECAPITULATION.

	Number of Elevators.	Capacity.
Great Northern Railway.....	448	10,917,104 Bushels
Chicago, Milwaukee & St. Paul Railway.....	351	6,910,336 Bushels
Chicago & Northwestern Railway.....	213	4,176,552 Bushels
Minneapolis & St. Louis Railway.....	150	2,615,436 Bushels
Chicago, St. Paul, Minneapolis & Omaha Railway.....	144	2,722,176 Bushels
Northern Pacific Railway.....	119	2,404,188 Bushels
Chicago Great Western.....	69	993,376 Bushels
Minneapolis, St. Paul & Sault Ste. Marie.....	66	940,262 Bushels
Chicago, Rock Island & Pacific Railway.....	14	329,000 Bushels
Illinois Central	7	72,000 Bushels
Totals	1,581	32,080,480 Bushels

Average capacity of elevators and warehouses, 20,291 bushels.

RAILWAY COMPANIES' REPORTS

TO THE

RAILROAD AND WAREHOUSE COMMISSION

FOR THE

YEAR ENDING JUNE 30, 1903.

NOTE—All of these reports are duly verified by the proper officers of the respective companies.

The Canadian Northern Railway Company.

(Page 3.)

HISTORY.

1. The name of common carrier making this report? The Canadian, Northern Railway Company.
2. Date of organization? Jan. 13th, 1899.
3. Under laws of what Government, State, or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Under Dominion of Canada Charter.
7. What carrier operates the road of this company? The Canadian, Northern Railway Company.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Wm. Mackenzie	Toronto, Ontario.....	
D. D. Mann.....	Toronto, Ontario.....	Until election of
Z. A. Lash.....	Toronto, Ontario.....	
Frederic Nicholls	Toronto, Ontario.....	successors.
J. M. Smith.....	Toronto, Ontario.....	

Total number of stockholders at date of last election? Six.
 Date of last meeting of stockholders for election of directors? September 20, 1902.
 Give postoffice address of general office? Toronto, Ontario.
 Give postoffice address of operating office? Toronto, Ontario.
 Give name and address of officer to whom correspondence regarding this report should be addressed? D. B. Hanna, Third Vice President, Toronto, Ontario.

(Page 7.)

OFFICERS.

Title.	Name.	Location of Office.
President	W. Mackenzie.....	Toronto, Ontario.
First vice-president	D. D. Mann.....	Toronto, Ontario.
Third vice-president	D. B. Hanna.....	Toronto, Ontario.
Secretary	J. M. Smith.....	Toronto, Ontario.
Treasurer	A. W. Mackenzie....	Toronto, Ontario.
General solicitor	Z. A. Lash, K. C.	
Attorney, or general counsel. \		
Comptroller	D. B. Hanna.....	Toronto, Ontario.
Auditor	C. E. Friend.....	Winnipeg, Man.
Chief engineer	M. H. MacLeod.....	Winnipeg, Man.
General superintendent....	E. A. James.....	Winnipeg, Man.
Division superintendent....	W. A. Brown.....	Port Arthur, Ont.
Division superintendent....	J. W. Dawsey.....	Winnipeg, Man.
Superintendent of telegraph.	Scott Griffin.....	Winnipeg, Man.
Traffic manager	Geo. H. Shaw.....	Winnipeg, Man.
Superintendent of express.	Scott Griffin.....	Winnipeg, Man.
Land commissioner	T. A. Burrows.....	Winnipeg, Man.

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PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad, the Operations of which are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a Main line.
 - b Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon the earnings or other considerations.
5. Line operated under Trackage Rights.

NAME—	TERMINALS.		Miles of Line for Each Road Named	Miles of Line for Each Class of Road Named
	From	To		
3. Minnesota and Manitoba Railroad Company	Boundary, Ontario	Boundary, Manitoba	43.7	.....

(Page 15.)

PROPERTY LEASED OR OTHERWISE CONTROLLED FOR OPERATION.

[For Subsidiary Roads Making Either Operating Reports or Financial Reports.]

Give below a definite statement, as required by the Instructions on page 14, of the operating agreement or controlling relation existing between the company for which the report is made and the company by which it is operated or controlled, whether through lease, contract, or other agreement, or through ownership of capital stock.

Under lease dated December 31st, 1901, this Company leased the lines and property of the Minnesota & Manitoba Railroad Company for a term of 99 years from October 1st, 1901, at an annual rental of \$26,190, and by a supplemental agreement the rental is fixed at \$26,460 per year, commencing July 1st, 1903.

(Page 31.)

INCOME ACCOUNT.

For Roads Making Operating Reports.

Gross Earnings from Operation—Page 35.....	\$134,843.31	
Less Operating Expenses—Page 45.....	71,094.41	
Income from Operation		\$63,748.90

REPORT RAILROAD AND WAREHOUSE COMMISSION.

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

(Page 35.)

ITEM.	Gross Earnings from Business Originating and Terminating in State of Minnesota	Deductions Account of Repayments, etc.	Actual Earnings	Gross Earnings from Interstate Business Accruing to State of Minnesota, Divided on Straight Mileage Basis	Deductions Account of Repayments, etc.	Actual Earnings	Total Gross Earnings, Including Local and Interstate Business According to State of Minnesota
PASSENGER:							
Passenger Revenue	\$2,426.45			\$12,084.17			
Less Repayments—		\$197.80			\$74.59		
Tickets Redeemed							
Total Deductions		\$197.80			\$74.59		
Total Passenger Revenue			\$2,228.65			\$11,999.59	\$14,188.23
Mail			100.98			549.51	549.51
Express			13.25			668.46	766.44
Extra Baggage and Storage						83.18	96.43
Total Passenger Earnings			\$2,342.88			\$13,257.73	\$15,600.61
FREIGHT:							
Freight Revenue	\$716.86			\$120,262.60			
Less Repayments—		\$89.73			\$2,087.28		
Overcharge to shippers							
Total Deductions		\$89.73			\$2,087.28		
Total Freight Revenue			\$627.13			\$118,175.32	\$118,862.45
Other items, storage and demurrage			25.25			25.25	25.25
Total Freight Earnings			\$705.38			\$118,175.32	\$118,877.70
Total Passenger and Freight Earnings.			\$3,048.26			\$131,453.06	\$134,478.31
OTHER EARNINGS FROM OPERATION:							
Rents not otherwise provided for			\$365.00				\$365.00
Total Other Earnings			\$365.00				\$365.00
Total Gross Earnings from Operation—Minnesota							\$134,843.31
Total Gross Earnings from Operation—Entire Line							\$134,843.31

THE CANADIAN NORTHERN RAILWAY COMPANY.

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(Page 43.)

OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

Repairs of Roadway	\$7,967.47
Repairs and Renewals of Bridges and Culverts	1,165.14
Repairs and Renewals of Fences, Road Crossings, Signs and Cattle Guards	59.28
Repairs and Renewals of Buildings and Fixtures	702.63
Repairs and Renewals of Telegraph	362.14
Stationery and Printing	204.72
Other Expenses	97.60
Total	\$10,558.98

MAINTENANCE OF EQUIPMENT.

Repairs and Renewals of Locomotives	\$8,146.04
Repairs and Renewals of Passenger Cars	580.35
Repairs and Renewals of Freight and Work Cars	3,989.46
Repairs and Renewals of Shop Machinery and Tools	803.03
Stationery and Printing	204.73
Total	\$13,723.61

CONDUCTING TRANSPORTATION.

Engine and Roundhouse Men	\$7,076.92
Fuel for Locomotives	16,841.71
Water Supply for Locomotives	1,092.46
Oil, Tallow, and Waste for Locomotives	404.11
Train Service	5,041.47
Train Supplies and Expenses	842.52
Telegraph Expenses	1,070.65
Station Service	4,828.46
Station Supplies	726.39
Car Mileage—Balance	1,201.41
Loss and Damage	335.25
Clearing Wrecks	129.35
Advertising	126.20
Outside Agencies	735.05
Stationery and Printing	511.82
Total	\$41,563.77

GENERAL EXPENSES.

Salaries of General Officers	\$3,416.67
Salaries of Clerks and Attendants	219.58
General Office Expenses and Supplies	152.01
Law Expenses	102.36
Stationery and Printing (General Officers)	1,357.43
Total	\$5,248.05

RECAPITULATION OF EXPENSES.

Maintenance of Way and Structures	\$10,558.98
Maintenance of Equipment	13,723.61
Conducting Transportation	41,563.77
General Expenses	5,248.05
Grand Total	\$71,094.41
Percentage of Expenses to Earnings—Entire Line	52.72

OPERATING EXPENSES—STATE OF MINNESOTA.

Maintenance of Way and Structures	\$10,558.98
Maintenance of Equipment	13,723.61
Conducting Transportation	41,563.77
General Expenses	5,248.05
Total	\$71,094.41
Percentage of Expenses to Earnings—Minnesota	52.72

1 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 47.)

RENTALS PAID.

A. Rents Paid for Lease of Road.

NAME OF ROAD—	Interest on Bonds Guaranteed.	Dividends on Stock Guaranteed	Cash	Cash
Minnesota and Manitoba Railroad Co..	\$26,460.00	\$26 460.00
Total rents, A.....	\$26,460.00	\$26,460 00

(Page 59.)

EMPLOYEES AND SALARIES—STATE OF MINNESOTA.

CLASS—	Number	Total No. of Days Worked.	Total Yearly Compensation	Average Daily Compensation
Station agents	2	730	\$1,382.15	\$1.89
Other station men.....	3	785	930.05	1.18
Other trackmen	4	1,286	2,457.25	1.91
Switchmen, flagmen and watchmen.....	23	4,246	6,430.58	1.51
All other employees and laborers.....	16	602	1,505.60	2.18
Total (excluding general officers)—Minn.	48	7,730	\$12,705.63	\$1.64
DISTRIBUTION OF ABOVE—				
Maintenance of ways and structures.....	43	6,224	10,393.43	1.07
Conducting transportation	5	1,515	2,312.20	1.53
Total (excluding general officers)—Minn.	48	7,730	\$12,705.63	\$1.64

Page 61A

TRAFFIC AND MILEAGE STATISTICS—STATE OF MINNESOTA.

ITEM—	Column for No. Passen- gers, Tonnage, Car Mileage, No. Cars, etc.	Columns for Revenue and Rates.
		Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue.....	17,594	
Number of passengers carried one mile.....	594,592	
Number of passengers carried one mile per mile of road.....	765,339	
Average distance carried miles.....	33 80	
Total passenger revenue—page 35.....		14 188 23
Average amount received from each passenger.....		80 642
Average receipts per passenger per mile.....		02 386
Total passenger earnings—page 35.....		15 000 61.
Passenger earnings per mile of road.....		358 63,471
Passenger earnings per train mile.....		1,02,494
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue— page 63.....	481,935	
Number of tons carried one mile.....	18,451,349	
Number of tons carried one mile per mile of road.....	18,789,173	
Average distance haul of one ton miles.....	42.72	
Total freight revenue—page 35.....		118,852.45
Average amount received for each ton of freight.....		27.516
Average receipts per ton per mile.....		644
Total freight earnings—page 35.....		118,877.70
Freight earnings per mile of road.....		2,732 82 069
Freight earnings per train mile.....		2 35,911
TOTAL TRAFFIC—		
Gross earnings from operation—page 35.....		134,848.31
Gross earnings from operation per mile of road.....		3,099.84 621
Gross earnings from operation per train mile.....		2 10,690
Operating expenses—page 45.....		71,094.41
Operating expenses per mile of road.....		1,634.35 425
Operating expenses per train mile.....		1,11,052
Income from operation—page 31.....		63,748 90
Income from operation per mile of road.....		1,465 49,196
CAR MILEAGE, ETC.—		
Mileage of passenger cars.....	47,333	
Average number of passenger cars per train mile.....	3 13	
Average number of passengers per train mile.....	89	
Mileage of loaded freight cars—north or east.....	414,773	
Mileage of loaded freight cars—south or west.....	363,013	
Mileage of empty freight cars—north or east.....	89,173	
Mileage of empty freight cars—south or west.....	164,545	
Average number of freight cars per train mile.....	20 47	
Average number of loaded cars per train mile.....	15 44	
Average number of empty cars per train mile.....	5 03	
Average number of tons of freight per train mile.....	366 18	
Average number of tons of freight per loaded car mile.....	23 72	
Average mileage operated during year.....	43 70	
TRAIN MILEAGE—		
Mileage of revenue passenger trains.....	Miles.	Miles.
Mileage of locomotives employed in "helping" passenger trains.....	*	13,628
Percentage of "helping" to revenue train mileage.....	*	*
Mileage of revenue mixed trains.....	*	1,593
Mileage of revenue freight trains.....	*	48,788
Mileage of locomotives employed in "helping" mixed and freight trains.....	*	*
Percentage of "helping" to revenue train mileage.....	*	*
Total revenue train mileage.....	*	64,019
Mileage of nonrevenue trains.....	*	18,092

*No data.

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TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE.

See Page 61B.

Page 61B

EXPLANATORY REMARKS.

The Minnesota and Manitoba Railroad mileage is all within the state of Minnesota.

1 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

COMMODITY—	Freight Originat- ing on this Road Tons.	Freight Received from Con- necting Roads and Other Carriers. Tons.	Total Freight Tonnage.	
			Whole Tons.	Per Cent.
Products of Agriculture—				
Grain	367	292,083	292,450	67.707
Flour	16	145	161	.037
Other Mill Products .....	..	173	173	.040
Hay	35	244	279	.065
Fruit and Vegetables	2	1,048	1,050	.243
Products of Animals—				
Live Stock	69	260	329	.076
Dressed Meats .....	..	20	20	.005
Other Packing-House Products	1	200	201	.046
Poultry, Game and Fish	22	33	55	.013
Hides and Leather .....	..	51	51	.012
Products of Mines—				
Anthracite Coal .....	..	5,576	5,576	1.291
Ores .....	..	154	154	.036
Stone, Sand and other like articles	10	806	816	.188
Products of Forest—				
Lumber	19,342	57,225	76,567	17.726
Manufactures—				
Petroleum and other Oils	12	457	469	.109
Sugar .....	..	1,100	1,100	.255
Iron and Steel Rails .....	..	21,114	21,114	4.888
Other Castings and Machinery .....	..	12,432	12,432	2.878
Agricultural Implements .....	..	703	703	.163
Wagons, Carriages, Tools, etc. ....	..	304	304	.070
Wines, Liquors and Beers .....	..	325	331	.077
Household Goods and Furniture	97	1,660	1,757	.407
Merchandise	10	5,069	5,079	1.176
Miscellaneous—				
Other commodities not mentioned above.	175	10,580	10,764	2.492
Total tonnage—Minnesota				
Total Tonnage—Entire Line	20,164	411,771	431,935	100.000

(Page 65.)

DESCRIPTION OF EQUIPMENT.

See Page 64.

Page 64

EXPLANATORY REMARKS.

All the equipment of the Canadian Northern Railway is available for use in Minnesota if the traffic demands it.

(Page 67.)

MILEAGE.

A. Mileage of Road Operated (All Tracks).

LINE IN USE—	Line Represented by Capital Stock		Line of Proprietary Companies	Line Operated Under Lease	Line Operated Under Contract, Etc.	Line Operated Under Package Rights	Total Mileage Operated	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs							Iron	Steel
Miles of single track	43.7	.....	.....	43.7	.....	.....	Steel.
Total Mileage Operated (all tracks).	43.7	.....	.....	43.7	.....	.....	Steel.

B. Mileage of Line Operated by States and Territories (Single Track).

State or Territory—	Line Represented by Capital Stock		Line of Proprietary Companies	Line Operated Under Lease	Line Operated Under Contract, Etc.	Line Operated Under Package Rights	Total Mileage Operated	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs							Iron	Steel
Minnesota	43.7	.....	.....	43.7	.....	.....	.....
Total Mileage Operated (single track)	43.7	.....	.....	43.7	.....	.....	.....

(Page 67B.)

MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

LINE IN USE—	Line represented by Capital Stock		Line of Property Companies	Line Operated Under Lease	Line Operated Under Contract Etc.	Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs							Iron	Steel
Miles of single track	43.7	.....	.....	43.7	.....	.....	Steel.
Total Mileage Operated (all tracks)	43.7	.....	.....	43.7	.....	.....	Steel.

B. Mileage of Line Operated by States and Territories (Single Track).

State of Minnesota	43.7	43.7	Steel.
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CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

(Page 73.)

WORKING DIVISIONS OR BRANCHES--			ALIGNMENT			PROFILE						
From	To	Miles	Num- ber of Curves	Aggreg't Length of Curved Line Miles	Length of Straight Line Miles	Ascending Grades			Descending Grades			
						No.	Sum of Ascent Feet	Aggregate Length of Ascending Grades Miles	No.	Sum of De- scents Feet	Aggregate Length of Descending Grades Miles	
International boundary..	International boundary.	43.7	6	1.8	41.9	11.5	38	160	18	34	158	14

General Direction—From East to West.

1 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 75.)

CHARACTERISTICS OF ROAD—Continued—STATE OF MINNESOTA.

Bridges, Trestles, Tunnels, Etc.

ITEM.	Number.	Aggregate Length. Feet.	Minimum Length. Feet.	Maximum Length. Feet.
Bridges—Wooden.....	28	2,610	30	615

TELEGRAPH.

B. Owned by Another Company, but Located on Property of Road Making This Report.

Miles of Line	Miles of Wire	Name of Owner	Name of Operating Company
43.7	87.4	Canadian Northern Telegraph Co....	Canadian Northern Telegraph Co.

(Page 79.)

TAXES AND ASSESSMENTS OF ALL KINDS.

For Reporting Company's Leased and Operated Lines.

NAME OF ROAD—	AD VALOREM TAX		SPECIFIC TAXES			On Prop- erty Owned not Used in Operation and Miscella- neous	Internal Revenue, U. S. Govern- ment	Total
	On the Value of Real and Personal Property	On the Value of Stocks or Bonds, or on Valuation Based on Earn- ings, Dividends, or other Re- sults of Operation	On Stocks, Bonds, Loans, etc.	On Gross or Net Earn- ings, Reve- nue, or Dividends	On Traffic or Some Phys- ical Quality of Property Operated, or on Privilege			
The Minnesota & Manitoba Railroad Co....	\$974.25	.....	.....	.....	\$974.25

The Minnesota & Manitoba Railroad Company.

(Page 2.)

EXPLANATORY REMARKS.

This report is a financial report only. The Company leased its lines to the Canadian Northern Railway Company, which operates them.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? The Minnesota & Manitoba Railroad Company.
2. Date of organization? March 1st, 1899.
3. Under laws of what Government, State, or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof. State of Minnesota.
7. What carrier operates the road of this company? The Canadian, Northern Railway Company.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Hector Baxter	Minneapolis, Minn....	Elected for one
C. H. Childs.....	Minneapolis, Minn....	year or until
D. W. Knowlton.....	Minneapolis, Minn....	election of new
C. E. Sanford.....	Minneapolis, Minn....	Board.
E. W. Hawley.....	Minneapolis, Minn....	

Total number of stockholders at date of last election? Five.
 Date of last meeting of stockholders for election of directors? May 30, 1899.
 Give postoffice address of general office. Minneapolis.
 Give postoffice address of operating office. Toronto, Ont.
 Give name and address of officer to whom correspondence regarding this report should be addressed. Name, D. B. Hanna; title, manager; address, Toronto, Ont.

(Page 7.)

OFFICERS.

Title.	Name.	Location of Office.
President	Hector Baxter.....	Minneapolis, Minn.
Secretary	E. W. Hawley.....	Minneapolis, Minn..
Treasurer	A. W. Mackenzie.....	Toronto, Ont.
Attorney, or general counsel.	Hector Baxter.....	Minneapolis, Minn.

THE MINNESOTA & MANITOBA RAILWAY COMPANY. 2

(Page 13.)

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

(For Roads not Making Operating Reports.)

Name of Railroad the Income of which from Lease, or from other Assignment for Operation, is Included in the Income Account—Page 33.

NAME—	Terminals	By What Company Operated	Under What Kind of Contract Operated	Miles of Line
The Minnesota & Manitoba R. R..	{ From Boundary to Boundary.... }	The Canadian Northern Ry. Co.	Lease for 99 Years }	43.7

(Page 12.)

EXPLANATORY REMARKS.

Lease of Minnesota & Manitoba Railroad Company to the Canadian Northern Railway Company, from International Boundary at Rainy River, Ontario, to International Boundary with Manitoba, at a point 6.87 miles west of Warroad.

(Page 15.)

PROPERTY LEASED OR OTHERWISE CONTROLLED FOR OPERATION.

[For Subsidiary Roads Making Either Operating Reports or Financial Reports.]

Give below a definite statement, as required by the Instructions on page 14, of the operating agreement or controlling relation existing between the company for which the report is made and the company by which it is operated or controlled, whether through lease, contract, or other agreement, or through ownership of capital stock.

Under lease dated Dec. 31st, 1901, this company leased its line and property, etc., to The Canadian Northern Railway for a term of ninety-nine years from Oct. 1st, 1901, at an annual rental of \$26,190.

Note.—By supplemental agreement the rental is fixed at \$26,460 per year, commencing July 1st, 1903.

(Page 17.)

CAPITAL STOCK.

DESCRIPTION—	Number of Shares Authorized.	Par Value of Shares	Total Par Value Authorized.	Total Am't Issued and Outstanding.	Dividends Declared during year.	
					Rate Per Ct.	Amount
Capital stock, common.....	\$1,000,000	\$400,000	.....	.....
Total	\$1,000,000	\$400,000	.....	.....

(Page 19.)

FUNDED DEBT.
Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

CLASS OF BOND OR OBLIGATION—	TIME		Amount of Authorized Issue	Amount Issued	Amount Outstand- ing	Cash Realized on Amount Issued	Rate Per Ct.	INTEREST		
	Date of Issue	When Due						When Payable	Amount Accrued during Yr.	Amount Paid during Yr.
First mortgage bonds	Sept. 30, 1901	1931	\$349,000.00	\$349,000.00	\$349,000.00	.....	4	{ April 1 October 1	{ \$13,960.00	{ \$13,960.00
General mortgage bonds, second to the first mortgage bonds	June 30, 1903	.....	250,000.00	250,000.00	250,000.00	.....	5	.....	.....	None due.
Total			\$599,000.00	\$599,000.00	\$599,000.00	.....	.....	.....	.....	\$13,960.00
Grand total .....						.....	.....	.....	\$13,960.00	\$13,960.00

(Page 23.) RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT—	Amount Issued	Amount Outstanding	INTEREST	
			Amount Accrued during Year	Amount Paid during Year
Mortgage bonds—Page 19	\$599,000.00	\$599,000.00	\$13,960.00	\$13,960.00
Total	\$599,000.00	\$599,000.00	\$13,960.00	\$13,960.00

(Page 25.) RECAPITULATION.
A. For Mileage owned by Road making this Report.

ACCOUNT—	Total Amount Outstanding	APPORTIONMENT		AMOUNT PER MILE OF LINE	
		To Railroads	To Other Properties	Miles	Amount
Capital stock—Page 17	\$400,000.00	.....	.....	43.7	\$9,153.00
Bonds—Page 19 (grand total)	\$999,000.00	.....	.....	43.7	\$13,707.00
Total	\$999,000.00	.....	.....	43.7	\$22,860.00

THE MINNESOTA & MANITOBA RAILWAY COMPANY. 2

(Page 27.)

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

See page 26.

(Page 26.)

EXPLANATORY REMARKS.

The Minnesota and Manitoba Railroad was built for the company by contractors, who received the bonds and common stock of the company as part of the consideration for such construction.

The Minnesota and Manitoba Railroad have no information regarding the cost of construction, subdivided as required on page 27.

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COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Continued.

See Page 28.

(Page 28.)

EXPLANATORY REMARKS.

For the present all equipment requirements are provided by the operating company.

(Page 33.)

INCOME ACCOUNT.

(For Roads not Making Operating Reports.)

Income from lease of road	\$26,190.00	
Total income		\$26,190.00
Interest on funded debt accrued—page 23.....	\$13,960.00	
Total deductions from income		\$13,960.00
Net income		\$12,230.00

(Page 51.)

COMPARATIVE GENERAL BALANCE SHEET.

Liabilities June 30, 1903.

Capital stock—Page 17	\$400,000.00
Funded debt—Page 23.....	\$599,000.00

(Page 55.)

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

See page 54.

(Page 54.)

EXPLANATORY REMARKS.

The only contract is the lease to the Canadian Northern Railway Company, which operates the line with respect to all traffic.

SECURITY FOR FUNDED DEBT—Page 23.

(Page 57.)

CLASS OF BOND OR OBLIGATION—	WHAT ROAD MORTGAGED		Miles	Amount of Mortgage Per Mile of Line	What Equipment Mortg'd	What Income Mortgaged	What Securities Mortgaged
	From	To					
First mortgage bonds	Rainy River....	International boundary with Manitoba.....	43.7	\$8,000.00			
General mortgage bonds (second to the above mortgage bonds), June 30th, 1903.....	Rainy River....	International boundary with Manitoba.....	43.7	\$5,707.00			

(Page 65.)

DESCRIPTION OF EQUIPMENT.

See page 64.

(Page 64.)

EXPLANATORY REMARKS.

For the present all equipment requirements are provided by the operating company.

(Page 67.)

MILEAGE.

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OR TERRITORY—	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs			Iron	Steel
Minnesota.....	43.7	.....	43.7	.....	.....	43.7

(Page 67B.)

MILEAGE—STATE OF MINNESOTA.

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OF MINNESOTA—	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs			Iron	Steel
From boundary to boundary.....	43.7	.....	43.7	.....	.....	43.7

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

(Page 73.)

WORKING DIVISIONS OR BRANCHES—				ALIGNMENT		PROFILE					
From	To	Miles	Num- ber of Curves	Aggreg't Length of Curved Line Miles	Length of Straight Line Miles	Ascending Grades			Descending Grades		
						No.	Sum of Ascent Feet	Aggregate Length of Ascending Grades Miles	No.	Sum of De- scents Feet	Aggregate Length of Descending Grades Miles
International boundary..	International boundary.	43.7	6	1.8	41.9	11.5	38	180	18	158	14

General Direction—From East to West.

(Page 75.)

CHARACTERISTICS OF ROAD—Continued—STATE OF MINNESOTA.

Bridges, Trestles, Tunnels, Etc.

ITEM.	Number.	Aggregate Length. Feet.	Minimum Length. Feet.	Maximum Length. Feet.
Bridges—Wooden.....	28	2,610	30	615

TELEGRAPH.

B. Owned by Another Company, but Located on Property of Road Making This Report.

Miles of Line	Miles of Wire	Name of Owner	Name of Operating Company
43.7	87.4	Canadian Northern Telegraph Co....	Canadian Northern Telegraph Co.

(Page 79.)

TAXES AND ASSESSMENTS OF ALL KINDS.

For Reporting Company's Owned and Proprietary Lines.

See page 78.

(Page 78.)

EXPLANATORY REMARKS.

All taxes are to be paid by the operating company.

Chicago, Burlington & Quincy Railroad Co.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? The Chicago, Burlington & Quincy Railroad Company.

2. Date of organization? Charter Act passed February 14th, 1855.

3. Under laws of what Government, State, or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Illinois.

4 & 5. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Aurora Branch Railroad Co.; charter February 12, 1849, amended June 22nd, 1852 (name changed to Chicago & Aurora Railroad Co.), amended February 14th, 1855, changing name to Chicago, Burlington & Quincy R. R. Co. Central Military Tract R. R.; charter Feb. 15th, 1851, amended June 19th, 1852 and Feb. 11th, 1853, consolidated with C. B. & Q. R. R. Co., July 9th, 1856. Peoria & Oquawka R. R. Co.; charter Feb. 12th, 1849, amended Feb. 10th, 1851, June 22nd, 1852, Feb. 8th, 1853, Feb. 21st, 1861 (changing name to Logansport, Peoria & Burlington R. R. Co.). Masters sale Oct. 29th, 1862, March 8th, 1864; name changed to Peoria & Burlington R. R. Co.; consolidated with C. B. & Q. R. R. Co., June 24th, 1864. Northern Cross R. R.; charter April 13th, 1849, amended Feb. 1st, 1851, June 11th, 1852, June 21st, 1852, Feb. 10th, 1853, Feb. 10th, 1857 (name changed to Quincy & Chicago R. R. Co.). Masters sale April 28th, 1864, and conveyed to C. B. & Q. R. R. Co., July 30th, 1865. Burlington & Missouri River R. R.; incorporated Jan. 15th, 1850, and the Burlington & Missouri River R. R. in Neb., incorporated May 12th, 1869, consolidated with C. B. & Q. R. R. Co., Jan. 1st, 1880.

6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Not reorganized.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Charles E. Perkins.....	Burlington, Iowa	Nov. 4, 1903
Edward T. Nichols.....	New York, N. Y.....	Nov. 4, 1903
Geo. B. Harris.....	Chicago, Ill.	Nov. 4, 1903
James J. Hill.....	St. Paul, Minn.....	Nov. 4, 1903
William P. Clough.....	New York, N. Y.....	Nov. 4, 1903
Robert Bacon	New York, N. Y.....	Nov. 4, 1903
E. H. Harriman.....	New York, N. Y.....	Nov. 4, 1903
Jacob H. Schiff.....	New York, N. Y.....	Nov. 4, 1903
Geo. J. Gould.....	New York, N. Y.....	Nov. 4, 1903
H. McK. Twombly.....	New York, N. Y.....	Nov. 4, 1903
Norman B. Ream.....	New York, N. Y.....	Nov. 4, 1903

Total number of stockholders at date of last election?

Date of last meeting of stockholders for election of directors? Nov. 5, 1902.

Give postoffice address of general office? 209 Adams St., Chicago, Ill.

Give postoffice address of operating office? 209 Adams St., Chicago, Ill.

Give name and address of officer to whom correspondence regarding this report should be addressed. C. I. Sturges, General Auditor, 209 Adams St., Chicago, Ill.

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY. 3

(Page 7.)

OFFICERS.

Title.	Name.	Location of Office.
President	Geo. B. Harris.....	Chicago, Ill.
First vice-president	D. Miller	Chicago, Ill.
Second vice-president.....	Howard Elliott	Chicago, Ill.
Secretary	T. S. Howland.....	Chicago, Ill.
Treasurer	T. S. Howland.....	Chicago, Ill.
General counsel	J. W. Blythe.....	Burlington, Ia.
General solicitor	C. M. Dawes.....	Chicago, Ill.
General solicitor	C. F. Manderson.....	Omaha, Neb.
General solicitor	O. M. Spencer,	St. Joseph, Mo.
General auditor	C. I. Sturgis.....	Chicago, Ill.
Auditor	W. P. Lurkee.....	Omaha, Neb.
Auditor	B. L. Crosby.....	St. Joseph, Mo.
General manager	F. A. Delano.....	Chicago, Ill.
General manager	G. W. Holdredge.....	Omaha, Neb.
General manager	C. M. Levey.....	St. Louis, Mo.
Chief engineer	W. L. Breckinridge.....	Chicago, Ill.
Chief engineer	I. S. P. Weeks.....	Lincoln, Neb.
Chief engineer	L. F. Goedale.....	St. Louis, Mo.
General superintendent	F. C. Rice.....	Chicago, Ill.
General superintendent	T. E. Calvert.....	Lincoln, Neb.
General superintendent	Henry Miller	St. Louis, Mo.
Supervisor of telegraph.....	W. W. Ryder.....	Chicago, Ill.
Freight traffic manager.....	Thos. Miller	Chicago, Ill.
General freight agent.....	D. O. Ives.....	Omaha, Neb.
General freight agent.....	W. Gray	St. Louis, Mo.
Asst. general freight agent.....	W. B. Hamblin,.....	Chicago, Ill.
Asst. general freight agent.....	E. R. Puffer.....	Chicago, Ill.
Asst. general freight agent.....	Geo. Morton	Chicago, Ill.
Asst. general freight agent.....	C. E. Spend	Chicago, Ill.
Asst. general freight agent.....	A. B. Smith.....	Omaha, Neb.
Asst. general freight agent.....	F. Montmorency	Omaha, Neb.
Asst. general freight agent.....	W. C. Maxwell.....	St. Louis, Mo.
Passenger traffic manager.....	P. S. Eustis.....	Chicago, Ill.
General passenger agent.....	Jno. Francis	Omaha, Neb.
General passenger agent.....	L. W. Wakeley.....	St. Louis, Mo.
Asst. gen. passenger agent.....	W. A. Lalor.....	Chicago, Ill.
Asst. gen. passenger agent.....	J. E. Buckingham.....	Omaha, Neb.
General baggage agent.....	F. H. Ellis.....	Chicago, Ill.
General baggage agent	T. Marsland	Lincoln, Neb.
Land commissioner	W. W. Baldwin.....	Burlington, Ia.

(Page 9A.)

PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad, the Operations of which are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a Main line.
 - b Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon the earnings or other considerations.
5. Line operated under Trackage Rights.

NAME—	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
1. b C. C. B. & N. R. R. of Wis. and Minn., Consolidated	Wisconsin state line East Winona, Wis.	St. Paul, Minn. Winona, Minn.	22.42 1.19	23.61
5. Winona Bridge Ry.	East Winona, Wis.	Winona, Minn.	.45	
St. Paul Union Depot Co.	St. Paul, Minn.	St. Paul, Minn.	.53	
Great Northern Ry. Line	St. Paul, Minn.	Minneapolis, Minn.	11.65	
Minneapolis Union Ry.	Minneapolis, Minn.	Minneapolis, Minn.	2.21	
Total				14.84
				38.45

PROPERTY OPERATED.

(Page 9.)

1. a Chicago, Burlington & Quincy R. R.	Chicago, Ill.	Pacific Junction, Iowa	478.21	
Chicago, Burlington & Quincy R. R.	Galesburg, Ill.	Quincy, Ill.	69.91	
Chicago, Burlington & Quincy R. R.	Galesburg, Ill.	Peoria, Ill.	52.77	
Burlington & Missouri River R. R. in Nebraska.	Pacific Junction, Iowa	Kearney, Neb.	165.29	826.18
1. b Chicago, Burlington & Quincy R. R.	Aurora, Ill.	West Chicago, Ill.	12.35	
Chicago, Burlington & Quincy R. R.	Yates City, Ill.	Lewistown, Ill.	30.13	
Peoria & Hannibal R. R.	Lewistown, Ill.	Rushville, Ill.	32.68	
Chicago & Iowa R. R.	South Aurora, Ill.	Forreston, Ill.	78.45	

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY. 3

1. b Chicago, Rockford & Northern R. R.	Flag Center, Ill.	Rockford, Ill.	23.50
Ottawa, Oswego & Fox River R. R.	Geneva, Ill.	Stratton, Ill.	67.25
Illinois Valley & Northern R. R.	Shabbona, Ill.	Walnut, Ill.	59.49
Chicago & Rock River R. R.	Shabbona, Ill.	Sterling, Ill.	47.98
Joliet, Rockford & Northern R. R.	Sheridan Junction, Ill.	Paw Paw, Ill.	19.54
Illinois Grand Trunk R. R.	Mendota, Ill.	Fulton, Ill.—Clinton, Ia.	65.40
Dixon, Peoria & Hannibal R. R.	Buda, Ill.	Elmwood, Ill.	44.82
Galesburg & Rlo R. R.	Galesburg, Ill.	Rlo, Ill.	12.22
American Central R. R.	Galva, Ill.	New Boston, Ill.	50.63
Dixon & Quincy R. R.	Keltsburg Junction, Ill.	Keltsburg, Ill.	6.25
Quincy & Burlington R. R.	Carthage Junction, Ill.	Carthage, Ill.	70.20
Carthage & Warsaw R. R.	Carthage, Ill.	Barstow, Ill.	40.44
St. Louis, Rock Island & Chicago R. R.	Sterling, Ill.	East Alton, Ill.	227.54
St. Louis, Rock Island & Chicago R. R.	Rock Island, Ill.	Keltsburg, Ill.	17.13
St. Louis, Rock Island & Chicago R. R.	Gladstone, Ill.	East Louisiana, Ill.	46.94
Quincy, Alton & St. Louis Ry.	Quincy, Ill.	East Hannibal, Ill.	32.97
Albia, Knoxville & Des Moines R. R.	Albia, Iowa	Knoxville, Ia.	34.97
Des Moines & Knoxville R. R.	Knoxville, Iowa	Des Moines, Ia.	55.95
Chicago, Fort Madison & Des Moines R. R.	Fort Madison, Iowa	Batavia, Ia.	36.54
Burlington & Missouri R. R.	Chariton, Iowa	Leon, Ia.	44.61
Burlington & Missouri River R. R.	Creston, Iowa	Hopkins, Mo.	39.17
Burlington & Missouri River R. R.	Red Oak, Iowa	Hamburg, Ia.	57.72
Leon, Mt. Airy & Southwestern R. R.	Leon, Iowa	Grant City, Mo.	45.56
St. Joe & Des Moines R. R.	Bethany Junction, Iowa	Albany, Mo.	46.18
Grant City & Southern R. R.	Albany, Mo.	St. Joseph, Mo.	19.93
Char. Des Moines & Southern R. R.	Grant City, Mo.	Albany Junction, Mo.	30.49
Creston & Northern R. R.	Creston, Iowa	Indianola, Ia.	27.50
Western Iowa R. R.	Pontenelle, Ia.	Cumberland, Ia.	35.02
Brownsville & Nodaway Valley R. R.	Villisca, Ia.	Burlington Junction, Mo.	17.85
Clarinda, Colorado Springs & S. W. R. R.	Clarinda, Ia.	Northboro, Ia.	18.04
Red Oak & Atlantic R. R.	Red Oak, Ia.	Griswold, Ia.	21.12
Nobleska, Clif. Sidney & N. E. R. R.	Hastings, Ia.	Sidney, Ia.	15.79
Hastings & Avoca R. R.	Hastings, Ia.	Carson, Ia.	319.41
Chicago, Burlington & Northern R. R.	Oregon, Ill.	St. Paul, Minn.	16.72
Chicago, Burlington & Northern R. R.	Fulton, Ill.	Savanna, Ill.	3.82
Chicago, Burlington & Northern R. R.	Galena Junction, Ill.	Galena, Ill.	1.34
Chicago, Burlington & Northern R. R.	East Winona, Wis.	Winona, Minn.	41.35
Chicago, Burlington & Northern R. R.	At Dubuque, Ia.	Central City, Neb.	17.69
Republican Valley R. R.	York, Neb.	Salem, Neb.	65.19
Republican Valley R. R.	Nemaha, Neb.	Beatrice, Neb.	1.49
Republican Valley R. R.	Nemaha, Neb.	Wymore, Neb.	239.41
Republican Valley R. R.	Beatrice, Neb.	Colorado State Line	26.71
Republican Valley R. R.	Hastings, Neb.	Grand Island, Neb.	21.75
Republican Valley R. R.	Aurora, Neb.	Hastings, Neb.	143.26
Republican Valley R. R.	Aurora, Neb.	Lester, Neb.	16.88
Republican Valley R. R.	Table Rock, Neb.	Oreapolis, Neb.	31.04
Omaha & Southwestern R. R.	Omaha, Neb.	Beatrice, Neb.	3.87
Omaha & Southwestern R. R.	Crete, Neb.	Gilmore Junction, Neb.	
Omaha & Southwestern R. R.	Papilio, Neb.		

(Page 9.) PROPERTY OPERATED—Continued.

NAME—	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
1. b Nebraska Railway	Nemaha, Neb.	York, Neb.	135.78	
Nebraska Railway	Nebraska City Bridge Line.		135.78	
Lincoln & Northwestern R. R.	Lincoln, Neb.	Columbus, Neb.	73.49	
Atchison & Nebraska R. R.	Atchison, Neb.	Lincoln, Neb.	144.85	
St. Joseph & Nebraska R. R.	Rulo Bridge Line.		3.42	
Nebraska & Colorado R. R.	Napier, Mo.	Boswell, Mo.	5.86	
Nebraska & Colorado R. R.	Chester, Neb.	Fairmont, Neb.	45.19	
Nebraska & Colorado R. R.	Kenesaw, Neb.	Oxford, Neb.	60.67	
Nebraska & Colorado R. R.	DeWitt, Neb.	Colorado State Line	298.32	
Chicago, Nebraska & Kansas R. R.	Edgar, Neb.	Superior, Neb.	26.53	
Rep. Valley, Kansas & S. W. R. R.	Odell Junction, Neb.	Concordia, Kan.	71.04	
Burlington & Colorado R. R.	Republican, Kan.	Oberlin, Kan.	78.23	
Colorado & Wyoming R. R.	Orleans, Neb.	Kansas State Line	59.61	
Cheyenne & Burlington R. R.	Colorado State Line, Neb.	Denver, Colo.	174.89	
Beaver Valley R. R.	Colorado State Line, Wyo.	Wyoming State Line	144.58	
Lincoln & Black Hills R. R.	Nebraska State Line	Cheyenne, Wyo.	29.01	
Lincoln & Black Hills R. R.	Central City, Neb.	St. Francis, Kan.	74.18	
Grand Island & Wyoming Central R. R.	Greeley Center, Neb.	Ericson, Neb.	62.94	
Grand Island & Wyoming Central R. R.	Palmer, Neb.	Burwell, Neb.	40.38	
Grand Island & Wyoming Central R. R.	Grand Island, Neb.	Sargent, Neb.	73.29	
Grand Island & Wyoming Central R. R.	Edgemont Junction, S. D.	Wyoming State Line, S. D.	401.32	
Kansas City & Omaha R. R.	Minnehaha, S. D.	Deadwood, S. D.	106.40	
Kansas City & Omaha R. R.	Stromsburg, Neb.	Hot Springs, S. D.	13.34	
Grand Island & Wyoming Central R. R.	McCool Junction, Neb.	Alma, Neb.	140.35	
Grand Island & Wyoming Central R. R.	Englewood, S. D.	K. C. & O. Junction, Neb.	43.53	
Grand Island & Wyoming Central R. R.	Will City Junction, S. D.	Spearfish, S. D.	31.91	
Grand Island & Wyoming Central R. R.	Wyoming State Line	Keystone, S. D.	0.50	
Grand Island & Northern Wyoming R. R.	New Castle, Wyo.	Montana State Line, Wyo.	229.59	
Big Horn Southern R. R.	Denver, Colo.	Cambria, Wyo.	27.00	
Denver, Utah & Pacific R. R.	Montana State Line, Wyo.	Utah Junction, Mont.	101.74	
Denver, Utah & Pacific R. R.	Burns Junction, Colo.	Utah Junction, Colo.	3.00	
Republican Valley Wyoming R. R.	Culbertson, Neb.	Lyons, Colo.	32.97	
Omaha & North Platte R. R.	Omaha, Neb.	Imperial, Neb.	40.17	
Omaha & North Platte R. R.	At South Omaha, Neb.	Schuyler, Neb.	80.50	
Nebraska, Wyoming & Western R. R.	Northport, Neb.	Guernsey, Wyo.	128.88	
Denver & Montana R. R.	Colorado-Nebraska State Line	Colorado State Line	52.58	
Chicago, Burlington & Quincy R. R.	Union, Colo.	Sterling, Colo.	71.86	
	Toluca, Mont.	Arush, Colo.	11.37	
		Cody, Wyo.	130.15	

Black Hills & Fort Pierre R. R.	Lead, S. D.	Piedmont, S. D.	36.57
Black Hills & Fort Pierre R. R.	Bucks, S. D.	Este, S. D.	13.88
Keokuk & Western R. R.	Alexandria, Mo.	Van Wert, Ia.	142.71
Humeston & Shenandoah R. R.	Van Wert, Ia.	Shenandoah, Ia.	95.34
Des Moines & Kansas City R. R.	Des Moines, Ia.	Cainesville, Mo.	110.06
Hannibal & St. Joseph R. R.	Hannibal, Mo.	St. Joseph, Mo.	206.52
Hannibal & St. Joseph R. R.	At St. Joseph, Mo.		2.57
Quincy & Palmyra R. R.	West Quincy, Mo.	Palmyra Junction, Mo.	12.70
Quincy & Palmyra R. R.	At Quincy, Ill.		1.02
Kansas City & Cameron R. R.	Cameron Junction, Mo.	Kansas City, Mo.	53.83
Keokuk & St. Paul R. R.	Burlington, Ia.	Keokuk, Ia.	42.33
St. Louis, Keokuk & Northwestern R. R.	Keokuk, Ia.	St. Louis, Mo.	177.82
Keokuk & Northwestern R. R.	Mt. Pleasant Junction, Ia.	Keokuk, Ia.	48.01
Kansas City, St. Joseph & Council Bluffs R. R.	Kansas City, Mo.	Council Bluffs, Ia.	190.94
Kansas City, St. Joseph & Council Bluffs R. R.	East Leavenworth, Mo.	Stellings, Mo.	1.05
Kansas City, St. Joseph & Council Bluffs R. R.	Armour, Mo.	Winthrop, Mo.	3.51
Kansas City, St. Joseph & Council Bluffs R. R.	Amazonia, Mo.	Hopkins, Mo.	50.44
Nodaway Valley R. R.	Pigeon, Mo.	Burlington Junction, Mo.	31.54
Tarkio Valley R. R.	Corning, Mo.	Northboro, Ia.	27.61
Chicago, Burlington & Kansas City R. R.	Viele, Ia.	Bloomfield, Ia.	59.79
Chicago, Burlington & Kansas City R. R.	Moulton, Ia.	Carrollton, Mo.	121.24
Burlington & Western Ry.	Mediapolis, Ia.	Oskaloosa, Ia.	90.82
Burlington & Northwestern Ry.	Winfield, Ia.	Washington, Ia.	18.04
			7,269.51

PROPERTY OPERATED—Continued.

NAME—	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Road Named
	From	To		
5. Pennsylvania R. R.	At Chicago, Ill.	East Dubuque, Ill.	1.22	1.22
Illinois Central R. R.	Portage Curve, Ill.	Dubuque, Ia.	12.41	12.41
DuMeth & Dubuque Br. Co.	East Dubuque, Ia.	Dubuque, Ia.	1.12	1.12
Chicago & Northwestern Ry.	At Clinton, Ia.	Dubuque, Ia.	.98	.98
Quincy Bridge Ry.	At Quincy, Ill.	East St. Louis, Ill.	1.43	1.43
C. C. C. & St. L. Ry.	East Alton, Ill.	Clinton, Ia.	19.05	19.05
D. R. I. & N. W. R. y.	Rock Island, Ill.	Jacksonville, Ill.	38.02	38.02
Wabash R. R.	Chaplin, Ill.	Moulton, Ia.	10.00	10.00
Union Pacific R. R.	Bloomfield, Ia.	Omaha, Neb.	14.11	14.11
Union Pacific R. R.	U. P. Transfer, Ia.	South Omaha, Neb.	2.79	2.79
Union Pacific R. R.	Gilmore, Neb.	Union, Colo.	4.54	4.54
Great Northern Ry.	Sterling, Colo.	Minneapolis, Minn.	23.67	23.67
St. Paul Union Depot Co.	St. Paul, Minn.	Minneapolis, Minn.	11.65	11.65
Minneapolis Union Ry.	At St. Paul, Minn.	Winona, Minn.	.53	.53
Winona Bridge Ry.	At Minneapolis, Minn.	Winona, Minn.	2.21	2.21
Missouri Railroad Association	East Winona, Wis.	East St. Louis, Ill.	.98	.98
Terminal Kansas & Texas Ry.	At St. Louis, Mo.	East St. Louis, Ill.	7.03	7.03
Wabash R. R.	At Hannibal, Mo.	State Line	.30	.30
Keokuk & Hamilton Br. Co.	At Keokuk, Ia.	State Line	.44	.44
Chicago & Alton R. R.	At Louisiana, Mo.	State Line	.34	.34
Kansas City U. D. Co.	At Kansas City, Mo.	State Line	.20	.20
Archibson & East Br. Co.	Winthrop, Mo.	State Line	.39	.39
Leavenworth Br. & Terminal Co.	At Atchison, Kan.	Leavenworth, Kan.	.10	.10
South Omaha Stock Yards Co.	Stellings, Mo.	Leavenworth, Kan.	1.73	1.73
Colorado & Southern Ry. Co.	At South Omaha, Neb.	Burns Junction, Colo.	.41	.41
Northern Pacific Ry.	Utah Junction, Colo.	Billings, Mont.	11.30	11.30
Ch. R. I. & P. Ry.	Huntley, Mont.	Billings, Mont.	12.62	12.62
Ch. R. I. & Alton R. R.	At Carson, Ia.	Louisiana, Mo.	2.07	2.07
Ch. R. I. & P. Ry.	E. Louisiana, Ill.	Louisiana, Mo.	13.77	13.77
Q. C. & K. C. R. R.	Burlington, Ia.	Mediapolis, Ia.	.52	.52
Union & Pacific Ry.	At Milan, Mo.	Mediapolis, Ia.	.52	.52
St. J. & G. I. R. R.	At Streensburg, Neb.	Endicott, Neb.	12.06	12.06
St. J. & G. I. R. R.	K. C. & O. Junction, Neb.	Endicott, Neb.	2.65	2.65
St. J. & G. I. R. R.	At Fairfield, Neb.	Endicott, Neb.	211.06	211.06
Total mileage operated			8,308.75	8,308.75

(Page 17.)

CAPITAL STOCK.

DESCRIPTION—	Number of Shares Authorized	Par Value of Shares	Total Par Value Authorized	Total Am't Issued and Outstanding	Dividends Declared During Year	
					Rate Per Cent	Amount
Capital stock, common	1,108,391	\$100 00	\$110,839,100	\$110,839,100	7	\$7,758,455.25
Total.....	1,108,391	.....	\$110,839,100	\$110,839,100	.....	\$7,758,455.25

MANNER OF PAYMENT FOR CAPITAL STOCK.

	Number of Shares Issued during year.	Cash Realized on Amount Issued during Year	Total No. Shares Issued and Outstanding.	Total Cash Realized.
Issued for convertible bonds during year.....	385 .....	.....	.....	.....
Total	385 .....	.....	.....	.....

Note.—On account of destruction of records in 1871 cannot say whether stock was issued for cash or for construction. None was issued for reorganization.

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

CLASS OF BOND OR OBLIGATION.	TIME		Amount of Authorized Issue	Amount Issued	Amount Outstanding	Cash Realized on Amount Issued.	INTEREST			
	Date of Issue	When Due					Rate Pr Ct.	When Payable	Amt. Accrued During Year	Amount Paid During Year
C. & Q. consol Mtge.	1873 1903		\$28,924,000	\$28,924,000	\$21,699,000		7	J. & J	\$1,518,930.00	\$1,518,930.00
C. B. & Q. Consol Bond Scrip.	1880 1903		189,300	189,300	200		5	M. & S.	15,999.15	16,833.75
C. B. & Q. Convertible	1883 1913		15,278,700	15,278,700	303,700		5	M. & N.	450,000.00	450,000.00
C. B. & Q. Plain 5s	1883 1913		9,000,000	9,000,000	9,000,000		5	A. & O.	127,537.50	128,300.00
C. B. & Q. Iowa Div.	1879 1919		3,000,000	3,000,000	2,505,000		4	A. & O.	338,920.00	335,800.00
C. B. & Q. Iowa Div.	1879 1919		12,604,000	12,604,000	8,222,000		4	M. & S.	172,000.00	172,000.00
C. B. & Q. Iowa 4s	1881 1921		4,300,000	4,300,000	4,300,000		4	F. & A.	322,720.00	322,720.00
C. B. & Q. Denver Extension	1881 1922		7,968,000	7,968,000	7,968,000		4	F. & A.	1,034,727.68	1,036,000.00
C. B. & Q. Nebraska Extension	1887 1927		20,441,000	20,441,000	25,627,000		5	F. & A.	1,116,000.00	1,116,000.00
C. B. & Q. Chicago and Iowa D.	1895 1905		2,320,000	2,320,000	2,320,000		3 1/2	J. & J.	1,356,938.76	1,359,957.49
C. B. & Q. Ill. Div.	1899 1949		41,060,000	41,060,000	41,060,000		6	J. & J.	813,270.00	813,270.00
B. & M. Neb. Consol Mtge.	1878 1918		13,561,000	13,561,000	13,561,000		4	J. & J.	133,880.00	133,880.00
Rep. Valley	1879 1919		3,347,000	3,347,000	3,347,000		6	J. & J.	64,680.00	64,680.00
H. & St. J. Consol. Mtge.	1881 1911		2,504,000	2,504,000	1,078,000		6	M. & S.	480,000.00	480,000.00
K. C. St. J. & C. B.	1877 1907		5,000,000	5,000,000	5,000,000		7	J. & J.	350,000.00	350,000.00
Tarkio Valley R. R.	1880 1920		430,000	430,000	177,000		7	J. & D.	13,085.84	13,160.00
Nodaway Valley R. R.	1880 1920		388,000	388,000	158,000		7	J. & D.	11,701.67	11,760.00
Contingent Liabilities for Branch Roads—										
Atchison & Neb. R. R.	1878 1908		1,125,000	1,125,000	1,125,000		7	M. & S.	78,750.00	78,750.00
L. N. & N. W. R. R.	1880 1910		600,000	600,000	600,000		7	J. & J.	42,000.00	42,000.00
Mortgage Bonds			\$155,289,300	\$155,289,300	\$137,375,200				\$6,548,521.43	\$6,550,377.49
Miscellaneous Obligations			33,650,700	33,650,700	18,675,700				892,629.15	892,663.75
Grand Total			\$188,940,000	\$188,940,000	\$156,050,900				\$7,436,150.58	\$7,442,041.24

(Page 23.)

RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT—	Amount Issued	Amount Outstanding	INTEREST	
			Amount Accrued During Year	Amount Paid During Year
Mortgage bonds—Page 19	\$153,289,300.00	\$137,375,200.00	\$6,543,521.43	\$8,550,377.49
Miscellaneous obligations—page 19	33,650,700.00	18,975,700.00	892,629.15	892,563.75
Income bonds—page 19				
Equipment trust obligations—page 21				
Total	\$188,940,000.00	\$156,350,900.00	\$7,436,150.58	\$7,442,941.24

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.	Current Liabilities Accrued to and Including June 30, 1903.
Cash	Receiver's certificates
Bills receivable	Loans and bills payable
Due from agents	Audited vouchers and accounts
Due from solvent companies and individuals	Wages and salaries
Net traffic balances due from other companies	Net traffic balances due to other companies
Other cash assets (excluding "Materials and Supplies")	Dividends not called for
	Matured interest coupons unpaid (inc. coupons due July 1)
	Rents due July 1
	Miscellaneous
Total—Cash and current assets	Total—Current liabilities
Balance—Current liabilities	Balance—Cash assets
Total	Total

*Materials and supplies on hand, \$4,882,964.81.

(See General Balance Sheet—page 49.)

3 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 25.)

RECAPITULATION.

A. For Mileage owned by Road making this Report.

ACCOUNT—	Total Amount Outstanding.	APPORTIONMENT		AMOUNT PER MILE OF LINE	
		To Railroads	To Other Properties	Miles	Amount
Capital stock—Page 17	\$110,839,100.00	\$110,839,100.00	.....	809,569	\$13,601.12
Bonds—Page 19 (grand total)	156,050,900.00	156,050,900.00	.....	809,569	19,375.80
Equipment trust obligations—Page 21 .....	.....	.....	.....	.....	.....
Total	\$266,890,000.00	\$266,890,000.00	.....	809,569	\$32,966.92

B. For Mileage Operated by Road making this Report (Trackage Rights excluded), the Operations of Which are Included in the Income Account—Page 31.

NAME OF ROAD—	Capital Stock	Funded Debt	Total	AMOUNT PER MILE OF LINE	
				Miles	Amount
Chicago, Burlington & Quincy Railroad.....	\$110,839,100.00	\$156,050,900.00	\$266,890,000.00	8,095.69	\$32,966.92
Grand total	\$110,839,100.00	\$156,050,900.00	\$266,890,000.00	8,095.69	\$32,966.92

(Page 27.) COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM—	Expenditures During Year Not Included in Operating Expenses		Total Cost to June 30, 1902	Total Cost to June 30, 1903	Cost Per Mile
	Charged to Income Acc't as Permanent Improvements	Charged to Construction or Equip- ment			
CONSTRUCTION:					
Engineering		\$28,417.92			
Right of way and station grounds		456,986.26			
Real estate		342,886.08			
Grading		718,676.54			
Tunnels					
Bridges, trestles, and culverts		991,144.90			
Ties		212,193.78			
Rails		503,111.81			
Track fastenings		76,372.10			
Frogs and switches		58,810.60			
Ballast		231,595.69			
Track laying and surfacing		270,085.55			
Fencing right of way		38,636.35			
Crossings, cattle guards, and signs		15,482.49			
Interlocking or signal apparatus		33,954.77			
Telegraph lines		47,767.32			
Station buildings and fixtures		73,838.50			
Shops, roundhouse, and turntables		111,940.68			
Shop machinery and tools		73,596.64			
Water stations		20,976.90			
Fuel stations		27,541.16			
Grain elevators		7,542.21			
Storage warehouses		14.04			
Docks and wharves					
Electric light plants		11,626.10			
Electric motive power plants					
Gas-making plants		17,606.78			
Miscellaneous structures					
Legal expenses		20,627.70			
Interest and discount		11,923.40			
General expenses					
Total construction		\$4,136,868.30			

Cannot give details, as
records were destroyed in
Chicago fire of 1871.

(Page 28.) COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.—Continued.

ITEM—	Expenditures During Year Not Included in Operating Expenses.		Total Cost to June 30, 1902	Total Cost to June 30, 1903	Cost Per Mile
	Charged to Income Account as Permanent Improvements	Charged to Construction or Equipment			
EQUIPMENT:					
Locomotives		\$1,839,576.25			
Passenger cars		48,571.57			
Sleeping, parlor, and dining cars					
Baggage, express, and postal cars					
Combination cars		305.67			
Freight cars		844,833.55			
Others cars of all classes		175,846.15			
Hoisting equipment					
Total equipment		\$2,707,732.99			
Total construction—page 27		4,466,365.80			
Purchase of constructed road		1,252,671.29			
Grand total cost construction, equipment, etc.		\$8,377,302.56	\$294,277,364.37	\$802,654,686.85	\$87,864.00
Total cost construction, equipment, etc.—State of Minnesota		\$71,890.45			

Does the absence of any entry under the heading "Included in Operating Expenses" (page 27 or 29) mean that no expenditures for permanent improvements or betterments have been charged to Operating Expense Accounts? Yes.

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY. 3

(Page 31.)

INCOME ACCOUNT.

For Roads Making Operating Reports.

Gross earnings from operation—page 35	\$81,647,596.72	
Less operating expenses—page 45	87,742,489.23	
Income from operation		\$83,905,157.49
Dividends on stocks owned—page 37	87,853.50	
Interest on bonds owned—page 39	40,121.75	
Miscellaneous income—less expenses—page 41	219,556.78	
Income from other sources		\$47,531.98
Total income		24,352,689.47
DEDUCTIONS FROM INCOME—		
Interest on funded debt accrued—page 23	7,436,150.58	
Rents paid for lease of road—page 47, A.	192,173.95	
Taxes—page 79, A.	\$1,748,095.82	
War revenue	711.48	
Other deductions	1,747,383.84	
	1,481,222.70	
Total deductions from income		10,856,931.07
Net income		13,395,758.40
Dividends, 7 per cent, common stock—page 17		7,758,455.25
Surplus from operations of year ending June 30, 1903. .		5,637,303.15
Surplus on June 30, 1902 (from general balance sheet, 1902 report)		19,785,021.82
Surplus on June 30, 1903 (for entry on general balance sheet, page 51)		25,422,324.47

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EXPLANATORY REMARKS.

The amount brought forward as surplus of June 30, 1902, is made to agree with our Books and is arrived at as follows:	
Surplus shown on page 31, 1902 report	\$19,802,349.84
Less excess of interest paid on funded debt over interest accrued	17,328.52
	\$19,785,021.32

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

(Page 35.)

ITEM—	Gross Earnings from Business Originating and Terminating in State of Minnesota	Deductions Account of Repayments Etc.	Actual Earnings	Gross Earnings from Interstate Business Accruing to State of Minnesota, Divided on Straight Mileage Basis	Deductions Account of Repayments Etc.	Actual Earnings	Total Gross Earnings, Including Local and Interstate Business Accruing to State of Minnesota
PASSENGER—							
Passenger revenue							
Less repayments—							
Tickets redeemed							
Excess fares refunded							
Other repayments							
Total deductions							
Total passenger revenue			\$65,818.54				
Mail			5,284.04				
Express			8,104.90				
Extra baggage and storage			1,187.70				
Other items			384.90				
Total passenger earnings			\$80,300.08				
FREIGHT—							
Freight revenue							
Less repayments—							
Overcharge to shippers							
Other repayments							
Total deductions							
Total freight revenue			\$258,788.90				
Stock yards							
Elevators							
Other items							
Total freight earnings							
Total passenger and freight earnings			\$389,088.98				
OTHER EARNINGS FROM OPERATION—							
Switching charges							
Car mileage			2,752.57				
Hire of equipment			5,018.00				
Telegraph earnings			40.91				
Rents from tracks, yards, and terminals—page 41			297.31				
Rents not otherwise provided for							
Other sources			7,171.45				
Total other earnings			84.66				
Total gross earnings from operation—Minnesota (Local and Interstate)			\$15,865.10				
Total gross earnings from operation—Entire line			\$384,398.96				
			\$81,647,596.72				

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY. 3

(Page 37.)

STOCKS OWNED.

A. Railway Stocks.

NAME—	Total Par Value.	Rate, Per Ct.	Income or Dividend Received.	Valuation.
Minnesota Transfer Ry.....	\$7,000.00	.....	.....	\$7,000.00
Total	\$7,000.00	.....	.....	\$7,000.00

B. Other Stocks.

St. Paul Union Depot Co.....	\$100,000 00	.....	\$1,750.00	\$100,000 00
Total	\$100,000.00	.....	\$1,750.00	\$100,000.00

(Page 39.)

BONDS OWNED.

A. Railway Bonds.

NAME—	Total Par Value	Rate Per Ct.	Income or Interest Received.	Valuation.
Winona Bridge Ry.....	\$259,000 00	.....	\$5,495.00	\$201,050.00
Minnesota Transfer Ry.....	16,000.00	530.00	16,000.00
Total.....	\$275,000.00	\$5,955.00	\$217,050.00

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RENTALS RECEIVED.

Rents Received from Lease of Tracks, Yards, and Terminals.

Grand total rents received\$578,250.70

MISCELLANEOUS INCOME.

Interest and exchange..... \$141,348.47
Land grant..... 78,208.26
Total.....\$219,556.73

3 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 43.)

OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

	Amount.
Repairs of Roadway	\$4,477,726.25
Renewals of Rails	385,379.35
Renewals of Ties	1,309,307.86
Repairs and Renewals of Bridges and Culverts	1,430,606.17
Repairs and Renewals of Fences, Road Crossings, Signs and Cattle Guards	211,532.74
Repairs and Renewals of Buildings and Fixtures	871,630.34
Repairs and Renewals of Docks and Wharves	3,887.97
Repairs and Renewals of Telegraph	86,390.23
Stationery and Printing	2,233.70
Total	\$8,778,694.61

MAINTENANCE OF EQUIPMENT.

Superintendence	\$219,276.60
Repairs and Renewals of Locomotives	3,201,836.65
Repairs and Renewals of Passenger Cars	718,872.15
Repairs and Renewals of Freight Cars	3,262,067.33
Repairs and Renewals of Work Cars	104,368.30
Repairs and Renewals of Shop Machinery and Tools	194,778.23
Stationery and Printing	17,801.96
Other Expenses	43,996.55
Total	7,762,987.87

CONDUCTING TRANSPORTATION.

Superintendence	\$818,141.39
Engine and Roundhouse Men	3,462,053.42
Fuel for Locomotives	4,125,080.16
Water Supply for Locomotives	219,017.13
Oil, Tallow, and Waste for Locomotives	132,868.53
Other Supplies for Locomotives	73,256.15
Train Service	2,185,984.42
Train Supplies and Expenses	586,565.10
Switchmen, Flagmen, and Watchmen	1,404,409.76
Telegraph Expenses	670,731.85
Station Service	2,296,243.50
Station Supplies	246,836.10
Switching Charges—Balance	492,857.89
Car Mileage—Balance	238,296.31
Hire of Equipment—Balance	4,196.66
Loss and Damage	318,185.97
Injuries to Persons	302,159.46
Clearing Wrecks	77,707.72
Advertising	237,336.90
Outside Agencies	561,404.97
Rents for Tracks, Yards, and Terminals—Page 47, B,	951,862.95
Stationery and Printing	180,212.51
Other Expenses	21,500.35
Total	\$19,598,515.88

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY. 3

(Page 45.)

OPERATING EXPENSES—Continued.

GENERAL EXPENSES.

Salaries of General Officers	\$385,519.43
Salaries of Clerks and Attendants	493,377.92
General Office Expenses and Supplies	76,161.93
Insurance	179,317.94
Law Expenses	286,781.57
Stationery and Printing (General Offices)	71,740.50
Other Expenses	109,341.58
Total	\$1,602,240.87

RECAPITULATION OF EXPENSES.

Maintenance of Way and Structures	\$8,778,694.61
Maintenance of Equipment	7,762,987.87
Conducting Transportation	19,598,515.88
General Expenses	1,602,240.87
Grand Total	\$37,742,439.23
Percentage of Expenses to Earnings—Entire Line	61.22

OPERATING EXPENSES—STATE OF MINNESOTA.

Maintenance of Way and Structures	\$84,548.58
Maintenance of Equipment	64,570.06
Conducting Transportation	122,856.77
General Expenses	46,624.21
Total	\$318,699.62
Percentage of Expenses to Earnings—Minnesota	89.00

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RENTALS PAID.

For Lease of Road:

Quincy R. R. Br. Co.	\$192,173.95
Total rents—A	\$192,173.95

Lease of Tracks, Yards and Terminals.

Grand total rents—B	\$951,962.95
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COMPARATIVE GENERAL BALANCE SHEET.

(Page 49.)

JUNE 30, 1902		ASSETS—		JUNE 30, 1903		YEAR ENDING JUNE 30, 1903	
Item	Total			Item	Total	Increase	Decrease
\$294,277,364.27		{ Cost of road—page 27			\$302,654,666.85	\$8,877,302.58	
1,685,419.53		{ Cost of equipment—page 29			5,016,492.80	9,831,080.27	
2,431,697.87		Stocks owned—page 37			1,235,133.50		\$1,196,504.37
11,497,115.28		Bonds owned—page 39			12,858,835.08	1,361,719.85	
374,242.72		Other permanent investments			418,635.49	36,392.77	
12,709,404.89		Lands owned			10,568,919.20		2,140,485.19
		Cash and current assets—page 23					
		Other Assets—					
8,546,037.08		Equipment trusts			4,882,964.31	1,836,927.78	
12,673,355.08		Materials and supplies			13,492,322.96	818,967.63	
		Sinking funds					
		Sundries					
		Profit and loss—page 31 (or 33)					
\$339,194,576.07		Grand total			\$351,122,977.99	\$11,928,401.92	

COMPARATIVE GENERAL BALANCE SHEET.

(Page 51.)

JUNE 30, 1902		LIABILITIES—		JUNE 30, 1903		YEAR ENDING JUNE 30, 1903	
Item	Total			Item	Total	Increase	Decrease
\$110,800,600.00		Capital stock—page 17			\$110,838,100.00	\$38,500.00	
152,072,400.00		Funded debt—page 23			156,050,900.00	8,978,500.00	
8,447,940.17		Current liabilities—page 23			11,696,909.74	8,248,969.57	
		Real estate mortgages			6,790.86		\$10,537.86
17,328.52		Accrued interest on funded debt not yet payable.					
10,000,000.00		Renewal fund			10,000,000.00		
4,713,725.28		Current accounts balance			2,271,340.91	2,442,384.37	
20,352,200.18		Sinking funds			21,697,725.46	1,345,435.33	
13,022,599.17		Profit and loss			13,151,467.77	138,868.60	
19,802,349.84		Income account Page 31 (or 33)			25,432,324.47	5,619,974.63	
\$339,184,576.07		Grand total			\$351,122,977.99	\$11,928,401.92	

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**CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN
STATE OF MINNESOTA.**

Here give a concise statement of all existing Contracts, Agreements, Arrangements, etc., with other Companies or persons, concerning the Transportation of Freight or Passengers. Give the statement in the following order, viz: 1. Express Companies. 2. Mails. 3. Sleeping, Parlor, or Dining Car Companies. 4. Freight or Transportation Companies or Lines. 5. Other Railroad Companies. 6. Steamboat or Steamship Companies. 7. Telegraph Companies. 8. Telephone Companies. 9. Other Contracts.

1. Adams Express Company.
3. Pullman Company, for Sleeping Cars.
5. Great Northern Railway line, use of tracks St. Paul to Minneapolis; Minneapolis Union Railway line, use of tracks at Minneapolis.
7. North American Telegraph Co. owns and operates wires strung on C., B. & Q. R. R. Co. poles, paying annual rental for privilege.
9. Winona Bridge Railway Company, use of Bridge at Winona.

3 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 59.)

EMPLOYEES AND SALARIES—STATE OF MINNESOTA.

CLASS—	Number	Total Number of Days Worked	Total Yearly Compensation	Average Daily Compensation
General officers	1	365	\$3,190.00	\$8.74
General office clerks	30	9,587	26,298.62	2.75
Station agents	6	1,913	3,190.00	1.67
Other station men	27	7,993	14,433.41	1.81
Enginemen	10	2,764	11,850.32	4.29
Firemen	10	2,764	6,879.42	2.49
Conductors	2	553	2,263.76	4.09
Other trainmen	7	1,934	5,308.62	2.74
Machinists	1	278	1,084.26	3.93
Other shopmen	61	16,589	34,143.56	2.06
Section foremen	12	3,828	7,686.75	2.01
Other trackmen	254	70,200	110,616.31	1.58
Switchmen, flagmen, and watchmen	21	5,804	16,610.97	2.86
Telegraph operators and dispatchers	6	1,913	3,721.00	1.94
Total (including "General Officers")—				
Minnesota	448	126,461	247,277.00	1.96
Less "General Officers"	1	365	3,190.00	—
Total (excluding "General Officers")—				
Minnesota	447	126,096	244,087.00	1.94
Distribution of Above—				
General administration	31	9,932	29,488.62	2.97
Maintenance of way and structures	266	74,026	118,303.06	1.80
Maintenance of equipment	62	16,865	35,227.82	2.09
Conducting transportation	89	25,638	64,257.50	2.51
Total (including "General Officers")—				
Minnesota	448	126,461	247,277.00	1.96
Less "General Officers"	1	365	3,190.00	—
Total (excluding "General Officers")—				
Minnesota	447	126,096	244,087.00	1.94
Total (including "General Officers")—				
Entire Line	37,495	11,470,909	23,269,250.89	1.97

(Page 57.) SECURITY FOR FUNDED DEBT—Page 23.

CLAIMS OF BOND OR OBLIGATION	What Road Mortgaged	Miles	What Securities Mortgaged
C., B. & Q., consol. mortgage	Chicago to Quincy Peoria to East Burlington Yates City to Lewistown West Chicago to Aurora Burlington to East Plattsmouth Main track in Council Bluffs Red Oak to Hamburg Charlton to Leon Creston to Hopkins Second track No security	400.11 470.45	\$6,640,500 \$7,804,680
C., B. & Q., 4s of 1921	No security		\$8,539,000
C., B. & Q., 4s of 1922	No security		
C., B. & Q., Plain 5s of 1913	Aurora to Hastings	27.75	\$23,494,200
C., B. & Q., Nebraska Extension 4s of 1927	No security		
C., B. & Q., Convertible 5s	Lines in Illinois and from State Line to St. Paul, Minn.	1,647.00	\$2,320,000
C., B. & Q., Chicago & Iowa Division 5s of 1905	Plattsmouth to Kearney	192.38	\$5,285,000
C., B. & Q., Illinois Div 3 1/4s of 1949	No security		
B. & M. in Nebraska, consol. mortgage	West Line to East Line Franklin County to Red Willow County Hannibal to St. Joseph Palmyra to West Quincy Cameron to Kansas City St. Joseph to Archibison Kansas City to Council Bluffs Amazonia to Hopkins Winthrop to Atchison	99.90 289.22	
Rep. Valley 6s	East Leavenworth to Leavenworth Nebraska City Junction to East Nebraska City Corning, Mo., to Junction with C. B. & Q., Page Co., Ia. Bigelow, Mo., to Burlington Junction, Mo.	249.77 29.54 31.54	
Han. & St. Joseph R. R., 1st Mtge. 6s of 1911			
K. C., St. J. & C. B. 7s of 1907.			
Tarkio Valley R. R. 7s of 1920.			
Nod. Valley R. R. 7s of 1920.			

*Also Securities to the amount of —
 ‡Proportionate part of all equipment east of Missouri River.

3 REPORT RAILROAD AND WAREHOUSE COMMISSION.

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TRAFFIC AND MILEAGE STATISTICS—STATE OF MINNESOTA.

ITEM—	Column for No. Passen- gers, Tonnage, Car Mileage, No. Cars, etc.	Columns for Revenue and Rates.
		Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue.....	260,067	
Number of passengers carried one mile.....	3,140,300	
Number of passengers carried one mile per mile of road.....	81,672	
Average distance carried..... miles.....	12.07	
Total passenger revenue—page 35.....		65,318.54
Average amount received from each passenger.....		25.116
Average receipts per passenger per mile.....		2.08
Total passenger earnings—page 35.....		80,800.08
Passenger earnings per mile of road.....		2,088.43
Passenger earnings per train mile.....		1,02,088
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue— page 63.....	1,840,252	
Number of tons carried one mile.....	58,888,117	
Number of tons carried one mile per mile of road.....	1,581,550	
Average distance haul of one ton..... miles.....	32.00	
Total freight revenue—page 35.....		258,783.80
Average amount received for each ton of freight.....		1.40.596
Average receipts per ton per mile.....		.00.439
Total freight earnings—page 35.....		258,783.80
Freight earnings per mile of road.....		6,729.09
Freight earnings per train mile.....		2 29.040
TOTAL TRAFFIC—		
Gross earnings from operation—page 35.....		354,398.98
Gross earnings from operation per mile of road.....		9,217.13
Gross earnings from operation per train mile.....		1.90.968
Operating expenses—page 45.....		318,699.62
Operating expenses per mile of road.....		8,288.68
Operating expenses per train mile.....		1.71.731
Income from operation—page 31.....		35,699.36
Income from operation per mile of road.....		928.46
CAR MILEAGE, ETC.—		
Mileage of passenger cars.....	383 672	
Average number of passenger cars per train mile.....	4.88	
Average number of passengers per train mile.....	40	
Mileage of loaded freight cars—north or east.....	1,321,218	
Mileage of loaded freight cars—south or west.....	1,112,200	
Mileage of empty freight cars—north or east.....	325,564	
Mileage of empty freight cars—south or west.....	298,896	
Average number of freight cars per train mile.....	27.05	
Average number of loaded cars per train mile.....	21.54	
Average number of empty cars per train mile.....	5.51	
Average number of tons of freight per train mile.....	521.80	
Average number of tons of freight per loaded car mile.....	24.20	
Average mileage operated during year.....	38.45	
TRAIN MILEAGE—		
Mileage of revenue passenger trains.....	*.....	Miles.
Mileage of locomotives employed in "helping" passenger trains.....	*.....	72,616
Percentage of "helping" to revenue train mileage.....	*.....	
Mileage of revenue mixed trains.....	*.....	6,080
Mileage of revenue freight trains.....	*.....	106,884
Mileage of locomotives employed in "helping" mixed and freight trains.....	*.....	1,192
Percentage of "helping" to revenue train mileage.....	*.....	
Total revenue train mileage.....	*.....	185,580
Mileage of nonrevenue trains.....	*.....	6,600

*No data.

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY. 3

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TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE.

ITEM—	Column for No. Passen- gers, Tonnage, Car Mileage, No. Cars, etc.	Columns for Revenue and Rates.
		Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue....	13,750,266	.....
Number of passengers carried one mile.....	687,045,208	.....
Number of passengers carried one mile per mile of road	80,318	.....
Average distance carried, miles.....	48.51	.....
Total passenger revenue—Page 35.....		13,886,343 82
Average amount received from each passenger.....		1 00.989
Average receipts per passenger per mile.....		02.082
Total passenger earnings—Page 35.....		17,509,082 23
Passenger earnings per mile of road.....		2,108.24
Passenger earnings per train mile.....		1.18.492
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue— Page 63.....	19,216,612	.....
Number of tons carried one mile.....	4,873,589,690	.....
Number of tons carried one mile per mile of road.....	586,822	.....
Average distance haul of one ton, miles.....	253.61	.....
Total freight revenue—Page 35.....		42,181,882.58
Average amount received for each ton of freight.....		2 19.248
Average receipts per ton per mile.....		00.864
Total freight earnings—Page 35.....		42,179,275.98
Freight earnings per mile of road.....		5,078.75
Freight earnings per train mile.....		2.34.746
TOTAL TRAFFIC—		
Gross earnings from operation—Page 35.....		61,647,596 72
Gross earnings from operation per mile of road.....		7,422.90
Gross earnings from operation per train mile.....		1.95 326
Operating expenses—Page 45.....		37,742,439 23
Operating expenses per mile of road.....		4,544.51
Operating expenses per train mile.....		1.19.584
Income from operation—Page 31.....		23,905 157.49
Income from operation per mile of road.....		2 878.39
CAR MILEAGE, ETC.—		
Mileage of passenger cars.....	73,326,578	.....
Average number of passenger cars per train mile.....	4.96	.....
Average number of passengers per train mile.....	45	.....
Mileage of loaded freight cars—North or East.....		.....
Mileage of loaded freight cars—South or West.....	329 955,210	.....
Mileage of empty freight cars—North or East.....		.....
Mileage of empty freight cars—South or West.....	122,223,043	.....
Average number of freight cars per train mile.....	25.16	.....
Average number of loaded cars per train mile.....	18.36	.....
Average number of empty cars per train mile.....	6 80	.....
Average number of tons of freight per train mile.....	271 24	.....
Average number of tons of freight per loaded car mile.....	14.77	.....
Average mileage operated during year.....	8,305.05	.....
TRAIN MILEAGE—		
Mileage of revenue passenger trains.....	Miles.	Miles.
Mileage of locomotives employed in "helping" passen- ger trains.....		13,598,465
Percentage of "helping" to revenue train mileage, per cent.....		.....
Mileage of revenue mixed trains.....		1 183,034
Mileage of revenue freight trains.....		16,784,943
Mileage of locomotives employed in "helping" mixed and freight trains.....		.....
Percentage of "helping" to revenue train mileage, per cent.....		.....
Total revenue train mileage.....		31,561,442
Mileage of nonrevenue trains.....		.....

*No data.

3 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

COMMODITY—	Freight Originat- ing on this Road Tons.	Freight Received from Con- necting Roads and Other Carriers. Tons.	Total Freight Tonnage.	
			Whole Tons.	Per Cent.
Products of Agriculture—				
Grain				
Flour				
Other mill products.....				
Hay				
Tobacco				
Cotton				
Fruit and vegetables.....				
Products of Animals—				
Live stock				
Dressed meats				
Other packing-house products.....				
Poultry, game and fish.....				
Wool				
Hides and leather.....				
Products of Mines—				
Anthracite coal				
Bituminous coal				
Coke				
Ores				
Stone, sand and other like articles.....				
Products of Forest—				
Lumber				
Manufactures—				
Petroleum and other oils.....				
Sugar				
Naval stores				
Iron, pig and bloom				
Iron and steel rails.....				
Other castings and machinery.....				
Bar and sheet metal.....				
Cement, brick and lime.....				
Agricultural implements				
Wagons, carriages, tools, etc.....				
Wines, liquors and beers.....				
Household goods and furniture.....				
Merchandise				
Miscellaneous; other commodities not men- tioned above				
Total tonnage—Entire line.....				

Our records do not show weights
of the different commodities
carried.

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DESCRIPTION OF EQUIPMENT.

ITEM.	No. Added During Year.	Total No. at End of Year.	Equipment Fitted With Train Brake.		Equipment Fitted with Automatic Coupler.	
			No.	Name	No.	* Name.
Locomotives—Owned and leased						
Passenger.....	40	235	271	Westinghouse.....	271	.....
Freight.....	36	747	729	Westinghouse.....	729	.....
Switching.....	23	240	235	Westinghouse.....	234	.....
Total locomotives in service.....	.....	1,272	1,235	.....	1,234	.....
Total locomotives owned.....	.....	1,272	1,235	.....	1,234	.....
Cars—Owned and leased—						
In Passenger Service—						
First-class cars.....	9	585	580	Westinghouse.....	580	.....
Second-class cars.....	6	138	137	Westinghouse.....	137	.....
Combination cars.....	.....	19	19	Westinghouse.....	19	.....
Dining cars.....	5	7	7	Westinghouse.....	7	.....
Parlor cars.....	8	259	258	Westinghouse.....	258	.....
Baggage, express and postal cars.....	2	4	4	Westinghouse.....	4	.....
Other cars in passenger service.....	.....	.....	.....	.....	.....	.....
Total.....	12	1,012	1,005	.....	1,005	.....
In Freight Service.—						
Box cars.....	353	5,870	16,709	Westinghouse.....	25,099	.....
Flat cars.....	57	2,777	823	Westinghouse.....	2,689	.....
Stock cars.....	894	6,694	6,386	Westinghouse.....	6,576	.....
Coal cars.....	870	9,109	6,256	Westinghouse.....	8,944	.....
Refrigerator cars.....	.....	640	626	Westinghouse.....	629	.....
Other cars in freight service.....	.....	45	43	Westinghouse.....	45	.....
Total.....	1,354	45,135	30,843	.....	43,982	.....
In Company's Service—						
Officers' and pay cars.....	1	21	21	Westinghouse.....	21	.....
Gravel cars.....	100	200	200	Westinghouse.....	200	.....
Derrick cars.....	.....	19	17	Westinghouse.....	18	.....
Caboose cars.....	29	590	41	Westinghouse.....	565	.....
Other road cars.....	94	867	452	Westinghouse.....	857	.....
Total.....	224	1,697	731	.....	1,641	.....
Total cars in service.....	1,590	47,844	32,579	.....	46,623	.....
Total cars owned.....	1,590	47,844	32,579	46,623

*See page 64.

DESCRIPTION OF EQUIPMENT--Continued.

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EXPLANATORY REMARKS.

Equipment Fitted With Automated Coupler	Jannay	William	Columbia	St. Louis	Chicago	Helms	Munton	Cover	Gould	Standard	Crojan	Buckeye	Latrob	American	S. H. & H.	Mather	Drexel	Dowling	Washburn	Miller	C. B. & Q.	Master	Poolley	Mo. Pac.	Common Sense
Locomotives—																									
Passenger.....	128	.....	.....	2	43	.....	92	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Freight.....	256	69	.....	28	264	1	89	21	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Switch.....	47	.....	.....	24	136	.....	21	14	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1,234	481	69	.....	54	438	1	202	37	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Passenger Service—																									
First and second class..	561	.....	.....	.....	19	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Combination.....	128	.....	.....	.....	9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dining cars.....	14	.....	.....	.....	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Parlor cars.....	2	.....	.....	.....	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Baggage, express, mail..	242	.....	.....	1	15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Other.....	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1,005	951	.....	.....	1	53	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Freight Cars—																									
Box.....	10,068	8,819	222	1,120	8,008	1,123	80	428	89	2	1,231	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Flat.....	568	108	4	145	1,483	.....	15	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Stock.....	2,188	946	46	226	1,263	321	.....	1,556	82	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Coal.....	2,369	246	22	229	8,536	40	825	1,607	9	8	156	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Refrigerator.....	427	8	.....	.....	198	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Other.....	22	7	.....	.....	16	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
43,982	15,502	5,139	294	1,720	14,489	1,484	870	8,537	81	5,865	440	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Company's Service—																									
Officers.....	14	1	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gravel.....	.....	.....	.....	.....	100	.....	.....	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Derrick.....	6	1	11
Caboose.....	250	137	173
Other.....	114	42	6	27	855	100	1
1,641	384	171	6	48	689	200	1

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MILEAGE—Continued.

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OR TERRITORY—	Line Represented by Capital Stock		Total Mileage Owned	New Line Added During Year	RAILS	
	Main Line	Branches and Spurs			Iron	Steel
Illinois	356.25	1,048.98	1,405.21	.04	29.07	1,376.14
Iowa	278.82	1,079.00	1,357.82	108.76	40.46	1,318.86
Missouri .....	.....	1,022.59	1,022.59	.22	.....	1,022.59
Wisconsin .....	.....	222.57	222.57	.....	.....	222.57
Minnesota .....	.....	28.61	28.61	.....	.....	28.61
Kansas .....	.....	259.62	259.62	.....	20	259.42
Nebraska .....	.....	2,419.43	2,411.10	198.06	87.27	2,578.83
Colorado	191.61	304.38	304.38	.....	.....	304.38
South Dakota .....	.....	260.48	260.48	.....	.....	260.48
Wyoming .....	.....	351.53	351.53	.....	.....	351.53
Montana .....	.....	187.28	187.28	.....	.....	187.28
Total mileage owned (single track)	896.18	7,969.51	8,095.69	301.66	107.00	7,988.69

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MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

LINE IN USE—	Line Represented by Capital Stock		Line of Property Companies	Line Operated Under Lease	Line Operated Under Contract Etc.	Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs							Iron	Steel
Miles of single track	23.61	.....	.....	.....	14.84	38.45	.....	.....	23.61
Miles of second track
Miles of third track
Miles of fourth track	17.89	1.71	.....	17.89
Miles of yard track and sidings.....
Total Mileage Operated (all tracks)	41.50	.....	.....	.....	14.84	56.34	1.71	.....	41.50

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OF MINNESOTA—	Line Represented by Capital Stock.		Total Mileage Owned.	New Line Constructed During Year.	RAILS.	
	Main Line.	Branches and Spurs.			Iron.	Steel.
Minnesota	23.61	23.61	23.61
Total mileage owned (single track)	23.61	23.61	23.61

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RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight Per Yard. Pounds.	Av. Price Per Ton at Distribut'g Point. Dollars.	Kind.	Number.	Av. Price at Distributing Point. Cents.
Steel.....	1,391.76	85	28.05	Cedar	3,881	50
				Oak	22,586	50 to 55
Total ..	1,391.76	85	28.05	Total	26,467	.....

CONSUMPTION OF FUEL BY LOCOMOTIVES.

(EAST OF MISSOURI RIVER.)

LOCOMOTIVES—	Coal, Tons, Bituminous	Wood, Cords, Soft	Total Fuel Consumed, Tons	Miles Run	Average Pounds Consumed Per Mile
Passenger.....	382,496	5,723	388,219	9,625,146	80.07
Freight.....	902,963	11,958	914,921	12,928,429	140.65
Switching.....	253,161	2,914	256,075	5,743,731	88.64
Construction.....	56,855	970	57,825	1,569,137	72.92
Total	1,595,475	21,563	1,617,038	29,864,443	107.56
Average cost at distributing point....	\$1.57-1.62	\$1.56-1.89			

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ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

A. Accidents Resulting from the Movement of Trains, Locomotives or Cars.

KIND OF ACCIDENT,	EMPLOYEES							
	Trainmen		Trackmen		Other Employees		Total	
	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd
Coupling or uncoupling								
Collisions	1	1					1	1
Derailments								
Parting of trains								
Locomotives or Cars breaking down.								
Falling from trains, locomotives, or cars								
Jumping on or off trains, locomotives, or cars								
Struck by trains, locomotives, or cars.								
Overhead obstructions								
Other causes								
Total	1	1					1	1

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

(Page 73.)

WORKING DIVISIONS OR BRANCHES			ALIGNMENT			PROFILE						
			Num- ber of Curves	Length of Straight Line Miles	Length of Level Line Miles	No.	Ascending Grades		No.	Descending Grades		Aggregate Length of Descend'g Grades Miles
From	To	Miles					Sum of Ascents	Miles		Sum of Descents	Feet	
Wisconsin state line.....	St. Paul.....	22.42	52	7.08	15.39	10	85.3	8.94	8	82.3		6.63
Center draw	Winona.....	1.19	5	.19	1.00	2	14.7	.29	5	13.5		.46
Total		23.61	57	7.27	16.39	12	100.0	9.23	13	95.8		7.09

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CHARACTERISTICS OF ROAD—Continued—STATE OF MINNESOTA.

Bridges, Trestles, Tunnels, Etc.

ITEM.	Number	Aggregate Length Feet	Minimum Length Feet	Maximum Length Feet	ITEM	Number	Height of Lowest Above Surface of Rail Ft. In.
Bridges— Iron.....	½	336	336	336	Overhead Highway Crossings— Bridges.....	1	19.7
Total.....	½	336	336	336	Total.....	1	.....
Trestles	25	1,557	8	96			

Gauge of track, 4 feet 8½ inches. All miles.

TELEGRAPH.

A. Owned by Company Making This Report.

Miles of Line.	Miles of Wire.	Operated by This Co.		Operated by Another Company.		
		Miles of Line.	Miles of Wire.	Miles of Line.	Miles of Wire.	Name of Operating Co.
23.22	260.16	23.22	65.24	.....	* 194.92	North American Tel. Co.

B. Owned by Another Company, but Located on Property of Road Making This Report.

Miles of Line.	Miles of Line.	Name of Owner.	Name of Operating Co.
.....	194.92	North American Tel. Co.

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CAR MILEAGE.

Paid or Allowed for Rolling Stock not the Property of Railroads nor Consigned for Use by Lease.

NAME OF OWNER—	Description	Rate, Cents	Amount
American Tool Works	Box	6-10	\$5.72
American Cotton Oil Co.	Tank	3-4	333.32
Abernathy Furniture Co.	Box	6-10	65.68
Arbuckles A. Dispatch	Box	6-10	94.34
Arms Palace Horse Car Co.	Stock	6-10	563.26
American L. S. Trans.	Stock	6-10	221.62
Armour Car Line	Refrigerator	3-4	90,212.56
Armour Car Line	Refrigerator	3-4	1,960.95
Armour Car Line	Tank	3-4	513.60
Armour Car Line	Box	6-10	346.71
Anglo-American Refrigerator Car Co.	Box	6-10	7.79
Anglo-American Refrigerator Car Co.	Refrigerator	3-4	1,012.27
Anglo-American Refrigerator Car Co.	Tank	3-4	93.36
American Refrigerator Trans. Co.	Refrigerator	3-4	1,920.13
American Car Co.	Box	6-10	2.52
Adamson S. C. Co.	Stock	6-10	1.35
American Tank Line	Tank	3-4	1,281.24
American Fast Freight Line	Tank	3-4	3,080.13
American Fast Freight Line	Box	6-10	19.40
Bushell, C. A. & Son	Tank	3-4	3.53
Barber Asphalt Paving Co.	Tank	3-4	50
Barrett Manufacturing Co.	Tank	3-4	111.75
Booth, C. S., Co.	Refrigerator	3-4	1,137.51
Burton Stock Car Co.	Stock	6-10	6,200.25
Bott Bros. Manufacturing Co.	Box	6-10	237.76
Bloom, F. D. Line	Box	6-10	4.94
Big Creek Lumber Co.	Box	6-10	23.01
Crew Levick Co.	Tank	3-4	4.87
Cygnat Oil Co.	Tank	3-4	.45
Continental Refining Co.	Tank	3-4	4.42
Conewanga Trans. Co.	Tank	3-4	1.38
Canfield Oil Co.	Tank	3-4	45.90
Crystal Oil Refining Co.	Tank	3-4	7.55
Cent. Texas Cotton Oil Co.	Tank	3-4	6.21
Cleveland Provision Co.	Stock	6-10	34.24
Cleveland Provision Co.	Refrigerator	3-4	2.24
Crystal Oil Works	Tank	3-4	2.21
Crystal Tank Line	Tank	3-4	4901.35
Crocker Chair Co.	Box	6-10	1.52
Case, J. I.	Box	6-10	143.12
Cudahy Mil. Ref. Line	Refrigerator	3-4	65.38
Craig Oil Co.	Tank	3-4	31.49
Cupples, S., Woodenware Co.	Box	6-10	26.65
Columbia T. Line	Tank	3-4	1.92
Canda Cattle Car Co.	Stock	6-10	1,864.11
Consol. Cattle Car Co.	Stock	6-10	1,077.07
Cudahy Refrigerator Line	Refrigerator	3-4	33,222.28
Cudahy Refrigerator Line	Tank	3-4	430.50
Cudahy Refrigerator Line	Box	6-10	1.04
Cold Blast Transportation Co.	Refrigerator	3-4	1,816.57
Continental Fruit Express	Refrigerator	3-4	3,433.17
Continental Fruit Express	Refrigerator	3-4	1,684.88
C. N. Y. & B. Refrigerator Line	Refrigerator	3-4	4,733.30
Crescent Tank Line	Tank	3-4	342.54
Cudahy, J., Packing Co.	Refrigerator	3-4	2.05
Conway, R. F.	Tank	3-4	.73
Doiese & Shepard	Gondola	6-10	196.16
Dairy Shippers' Despatch	Refrigerator	3-4	2,829.57
Dairy Shippers' Despatch	Refrigerator	3-4	772.06
Doud Stock Co.	Stock	6-10	455.15
Diamond Car Line	Tank	3-4	30.75
Deere, John, Plow Co.	Box	6-10	235.43
Dold, J., Packing Co.	Refrigerator	3-4	488.32
Emery Manufacturing Co.	Tank	3-4	1.86
Express Coal Line	Gondola	6-10	2.76
Euston & Co.	Tank	3-4	7.56
Eagle Con. O. Co.	Tank	3-4	11.10
Ellis, Jno.	Tank	3-4	8.14
Farrell Car Line	Tank	3-4	30.02
Ford Manufacturing Co.	Tank	3-4	30.98
Freedom Oil Works	Tank	3-4	6.01
Fox River Despatch	Refrigerator	3-4	57.20

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY. 3

CAR MILEAGE—Continued.

NAME OF OWNER—	Description	Rate, Cents	Amount
Fairmont Coal Co.	Coal	6-10	5.34
Garden City Sand Co.	Box	6-10	1.48
Globe Refining Co.	Tank	3-4	4.92
Germania Refining Co.	Tank	3-4	42.64
German-American Car Co.	Refrigerator	3-4	119.80
Gregory, O. L.	Tank	3-4	19.35
Heintz, H. J.	Refrigerator	3-4	4.08
Heim, F., Brewing Co.	Refrigerator	3-4	42.16
Hammond, G. H., Refrigerator Line.	Refrigerator	3-4	24,383.81
Hammond, G. H., Refrigerator Line.	Tank	3-4	84.69
Hammond, G. H., Refrigerator Line.	Box	6-10	271.08
Iroquois Iron Co.	Box	6-10	6.43
Illinois Zinc Co.	Tank	3-4	430.54
Illinois Vinegar Manufacturing Co.	Tank	3-4	182.22
Imperial Oil Works	Tank	3-4	4.42
Independent Refining Co.	Tank	3-4	65.69
Indianapolis B. C. R. Line	Refrigerator	3-4	18.06
International Oil Works	Tank	3-4	42.70
Jobbins Tank Line	Tank	3-4	61.83
Johnson Aut. Refrigerator Line	Refrigerator	3-4	15.21
Kilburn & Co.	Tank	3-4	5.67
Krug Sand Co.	Box	6-10	.79
Koenig & Luhrs Wagon Co.	Box	6-10	1.88
K. C. Refrigerator Car Co.	Refrigerator	3-4	3,339.22
Kingman & Co.	Box	6-10	87.39
Keystone Live Stock Express	Stock	6-10	83.62
Kingan Refrigerator Line	Refrigerator	3-4	1,758.00
Knickerbocker Ice Co.	Box	6-10	.77
Krug Brewing Co.	Refrigerator	3-4	11.11
Keokuk Poultry Co.	Poultry	6-10	369.70
Kansas and Texas Coal Co.	Coal	6-10	36.72
Knapp Tank Line	Tank	3-4	646.98
Kentucky Refining Co.	Tank	3-4	7.75
La Salle C. & C. Co.	Box	6-10	.07
Lake Carriers Oil Co.	Tank	3-4	71.59
Lewis Roofing Co.	Tank	3-4	86.25
Lewis Roofing Co.	Box	6-10	71.76
Live Poultry Transportation Co.	Poultry	6-10	1,031.08
Louisville Packing Co.	Refrigerator	3-4	4.42
Libby, McNeill & Libby	Refrigerator	3-4	112.67
Lipton Car Lines	Refrigerator	3-4	889.89
Lipton Car Lines	Tank	3-4	2.53
Miller Oil Works	Tank	3-4	9.68
Man. & Tebbetts Imp. Co.	Box	6-10	4.40
Menasha W. W. Co.	Box	6-10	198.50
Mann Bros.	Box	6-10	14.91
Moon Buggy Co.	Box	6-10	7.99
Morris & Butt Transportation Co.	Box	6-10	.18
Matthleson & Hegeler Zinc Co.	Tank	3-4	902.43
Mather Horse and Stock Car Co.	Stock	6-10	6,060.60
Merchants Despatch Transportation Co.	Refrigerator	3-4	4,155.29
Merchants Despatch Transportation Co.	Box	6-10	1,171.90
Merchants Despatch Transportation Co.	Box	3-4	4,133.68
Morrell, Jno., & Co.	Refrigerator	3-4	352.17
Midland Linseed Despatch	Tank	3-4	12.25
Monongah C. & C. Co.	Coal	6-10	15,835.63
Morris, Nelson, & Co.	Refrigerator	3-4	1,149.60
Morris, Nelson, & Co.	Tank	3-4	70.97
Morris, Nelson, & Co.	Box	6-10	1,172.98
Morton Gregson Car Line	Tank	3-4	33.41
National Roofing Co.	Box	6-10	561.57
National Despatch Line	Box	6-10	10.70
National Rolling Stock Co.	Box	6-10	691.21
North & South Rolling Stock Co.	Refrigerator	3-4	46.97
North & South Rolling Stock Co.	Box	6-10	49.33
Overland Refrigerator Despatch	Refrigerator	3-4	11,167.70
Omaha Packing Co.	Refrigerator	3-4	649.62
Omaha Packing Co.	Tank	3-4	25.64
Peerless Transportation Co.	Tank	3-4	17.45
Peliffer Stone Co.	Stone	6-10	127.98
Proctor & Gamble	Tank	3-4	30.05
Paragon Refining Co.	Tank	3-4	2.48
Pittsburg Plate Glass Co.	Box	6-10	1,179.96
Produce Shippers Despatch	Refrigerator	3-4	6,940.81
Provision Dealers Despatch	Refrigerator	3-4	152.02
Provision Dealers Despatch	Tank	3-4	69.83
Pabst Refrigerator Line	Refrigerator	3-4	236.61
Pennsylvania Refining Co.	Tank	3-4	

REPORT RAILROAD AND WAREHOUSE COMMISSION.

CAR MILEAGE—Continued.

NAME OF OWNER—	Description	Rate, Cents	Amount
Pittsburg Coal Co.	Coal	6-10	90.93
Pacific Stock Express	Stock	6-10	7.81
Riddle, C. H. & Co.	Box	6-10	26.14
Richardson Bros.	Box	6-10	1.50
Republic Oil Co.	Tank	3-4	802.10
Rumely, M., Co.	Box	6-10	31.98
Richardson Lubricator Co.	Tank	3-4	29.73
Rend, W. P., Transportation Co.	Gondola	6-10	17.07
Ry. S. & R. Co.	Refrigerator	3-4	12.93
Shotter, S. P.	Tank	3-4	1.45
Sherman Oil & Cotton Co.	Tank	3-4	65.69
Southern Oil & Tank Line	Tank	3-4	1.59
Seneca Oil Works	Tank	3-4	1.86
St. Louis Car Co.	Box	6-10	45.87
Solvay Process Co.	Tank	3-4	7.11
Stark Bros.	Box	6-10	18.35
Stickley Bros.	Box	6-10	37.69
Southern Iron Car Line	Box, etc.	6-10	1.85
Squires Car Line	Stock	6-10	3.99
Storz Brewing Co.	Refrigerator	3-4	321.53
S., East Line	Box	6-10	41.71
Street's W. S. C. Line	Stock	6-10	21,794.44
Swift's Refrigerator Line	Refrigerator	3-4	61,464.37
Swift's Refrigerator Line	Refrigerator	3-4	957.55
Swift's Refrigerator Line	Box	6-10	494.01
Swift's Tank Line	Tank	3-4	655.19
Swift's Live Stock Express	Stock	6-10	900.30
St. Louis Refrigerator Car Co.	Refrigerator	3-4	13,300.48
Southern Freight Line	Box	6-10	82.37
Shippers Refrigerator Car Co.	Refrigerator	3-4	2,408.60
Southern Freight Despatch	Box	6-10	8.15
Sayer Tank Line	Tank	3-4	10.27
St. Charles Refrigerator Despatch	Refrigerator	3-4	9.04
Southern Despatch Lumber Line	Refrigerator	3-4	11.81
Southern Despatch Lumber Line	Box	6-10	21.74
S. F. R. Despatch	Refrigerator	3-4	1,343.74
S. F. R. Despatch	P. D.	*	2,805.64
Southern Cotton Oil Co.	Tank	3-4	4.19
Texas Refining Oil Co.	Tank	3-4	24.90
Trinity Cotton Oil Co.	Tank	3-4	2.90
Titusville Oil Works	Tank	3-4	17.61
United Zinc & C. Co.	Tank	3-4	127.84
Union Refrigerator Transportation Co.	Refrigerator	3-4	6,219.01
Union Refrigerator Transportation Co.	Box	6-10	76.33
Union Tank Line	Tank	3-4	34,579.09
Union Tank Line	Rack	6-10	4,381.26
Valvoline Oil Co.	Tank	3-4	13
Virginia and Alabama Coal Co.	Coal	6-10	4.57
Venice Transfer Co.	Flat	6-10	71.03
Waverly Oil Co.	Tank	3-4	1.35
West Equipment Car Co.	Box	6-10	1.70
Waukegan Tank Line	Tank	3-4	169.06
West Refrigerator Line	Refrigerator	3-4	164.79
West Refrigerator Transportation Co.	Refrigerator	3-4	81.77
Waters-Pierce Oil Co.	Tank	3-4	1,924.05
Wogan Bros. Tank Line	Tank	3-4	7.17
West. Sash & Door Co.	Box	6-10	7.14
West. Tank Line	Tank	3-4	.04
Wolf Refrigerator Lines	Refrigerator	3-4	6.78
Wolf Refrigerator Lines	Refrigerator	3-4	16.97
Wabash Paper Co.	Box	6-10	4.06
Well, Chas., Transportation Co.	Box	6-10	1.35
West. Live Stock Express	Stock	6-10	8.58
			\$411,054.36

* 20 cents per day.

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY.

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TAXES AND ASSESSMENTS OF ALL KINDS.

For Reporting Company's Owned and Proprietary Lines.

STATE OR TERRITORY—	AD VALOREM TAX		SPECIFIC TAXES			On Prop-erty Owned not Used in Operation, and Miscellaneous	Internal Revenue, U. S. Govern-ment	Total
	On the Value of Real and Personal Property	On the Value of Stocks or Bonds, or on Valuation Based on Earnings, Dividends, or Other Results of Operation	On Stocks, Bonds, Loans, Etc.	On Gross Earnings, Revenue, or Dividends	On Traffic of Some Physical Quality of Property Operated, or on Privilege			
Nebraska.....	\$500,037.98							\$500,037.98
Illinois.....	461,930.39							461,930.39
Iowa.....	264,069.79							264,069.79
Missouri.....	196,007.46							196,007.46
Wisconsin.....	696.66							72,647.99
Minnesota.....	2,226.07		\$71,961.33	\$10,150.32				12,376.39
Kansas.....	42,537.79							42,537.79
Montana.....	15,854.03							15,854.03
Wyoming.....	32,175.71							32,175.71
Colorado.....	124,634.12							124,634.12
South Dakota.....	23,790.61							23,790.61
California.....	5.22							5.22
Oregon.....	10.40							10.40
Utah.....	17.64							17.64
War revenue.....							\$711.49	711.49
Total.....	\$1,663,983.67		\$71,961.33	\$10,150.32			\$711.49	\$1,747,833.84

Chicago Great Western Railway Company.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Chicago, Great Western Railway Company.

2. Date of organization? January 5, 1892.

3. Under laws of what Government, State, or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Organized under General Laws of State of Illinois. Articles of Incorporation filed with Secretary of State for the State of Illinois, January 16th, 1892.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Not a consolidated company.

5. Date and authority for each consolidation? Not a consolidated company.

6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. A reorganized company. Organized for the purpose of reorganizing the Chicago, St. Paul & Kansas City Railway Company. The Chicago, St. Paul & Kansas City Railway Co. was organized under the General Laws of the State of Iowa.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Frederick Weyerhauser	St. Paul, Minn.....	September, 1904
A. B. Stickney.....	St. Paul, Minn.....	September, 1904
Ansel Oppenheim.....	St. Paul, Minn.....	September, 1905
J. W. Lusk.....	St. Paul, Minn.....	September, 1906
Saml. C. Stickney.....	St. Paul, Minn.....	September, 1906
R. C. Wight.....	St. Paul, Minn.....	September, 1906
Wm. A. Reed.....	New York City.....	September, 1904
T. H. Wheeler.....	New York City.....	September, 1905
H. E. Fletcher.....	Minneapolis, Minn. ...	September, 1905

LONDON FINANCE COMMITTEE.

Mr. Howard Gilliat.....	London, England
Mr. Alexander F. Wallace.....	London, England
Mr. Edwin Waterhouse	London, England
Sir Charles Tennant, Bart.....	London, England

Total number of stockholders at date of last election? 5,949.

Date of last meeting of stockholders for election of directors?

Give postoffice address of general office. St. Paul, Minn.

Give postoffice address of operating office. St. Paul, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed. Name, C. O. Kalman; title, auditor; address, St. Paul, Minn.

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OFFICERS.

Title.	Name.	Location of Office.
Chairman of the board.....	A. B. Stickney.....	St. Paul, Minn.
President	A. B. Stickney.....	St. Paul, Minn.
First vice-president	Ansel Oppenheim	St. Paul, Minn.
Secretary	R. C. Wight.....	St. Paul, Minn.
Treasurer	R. O. Barnard.....	St. Paul, Minn.
General counsel	F. B. Kellogg.....	St. Paul, Minn.
General attorney	A. G. Briggs.....	St. Paul, Minn.
Auditor	C. O. Kalman.....	St. Paul, Minn.
General manager	S. C. Stickney.....	St. Paul, Minn.
Assistant general manager..	Tracy Lyons.....	St. Paul, Minn.
Chief engineer	F. R. Coates.....	St. Paul, Minn.
General superintendent.....	G. A. Goodell.....	St. Paul, Minn.
Division superintendent.....	C. E. Dafoe.....	St. Paul, Minn.
Division superintendent.....	R. W. Edwards.....	Dubuque, Ia.
Division superintendent.....	C. P. Stembel.....	Des Moines, Ia.
Traffic manager	P. C. Stohr.....	St. Paul, Minn.
General freight agent.....	S. O. Brooks.....	St. Paul, Minn.
Asst. gen'l. freight agents...	W. B. Martin, F. H. Tibbetts, S. E. Stohr (2 first at St. Paul; S. E. Stohr, Chicago).	
General passenger agent	J. P. Elmer.....	Chicago, Ill.
Asst. gen. passenger agent..	R. F. Malone.....	Chicago, Ill.
General ticket agent.....	J. P. Elmer	Chicago, Ill.
Asst. general ticket agent...	R. F. Malone.....	Chicago, Ill.
General baggage agent	G. T. Spilman.....	Chicago, Ill.

Page 9A.)

PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad, the Operations of which are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order :

1. Railroad line represented by capital stock :
 - a Main line.
 - b Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon the earnings or other considerations.
5. Line operated under Trackage Rights.

NAME—	TERMINALS,		Miles of Line for Each Class of Road Named
	From	To	
Chicago Great Western Ry.....	St. Paul, Minn.	Iowa state line	110.65
a	Hayfield Junction, Minn.....	Iowa state line	27.40
b	Eden, Minn.	Mantorville, Minn.	138.05
Total	7.57
			145.62

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PROPERTY OPERATED.

NAME—	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
Chicago (Great Western Railway Company) a	St. Paul, Minn.	Dubuque, Iowa	253.53	.....
	Alken, Ill.	Forest Home, Ill.	146.73	.....
	Galea, Ill.	Alken, Ill.	130.33	.....
	Oelwein, Iowa	Des Moines, Iowa	130.33	.....
	Des Moines, Iowa	St. Joseph, Mo.	159.23	.....
	Bee Creek, Mo.	Beverly, Mo.	23.00	.....
	Hayfield, Minn.	Manley Junction, Iowa	47.20	.....
				701.37
	Sumner, Iowa	Hampton, Iowa	63.95	.....
	Cedar Falls, Iowa	Wilson Junction, Iowa	7.48	.....
De Kalb & Great Western b	Eden, Minn.	Manorville, Minn.	7.57	.....
	Sycamore, Ill.	DeKalb, Ill.	5.81	.....
	(Included under b)			84.81
	Minneapolis, Minn.	St. Paul, Minn.	10.56	.....
	Dubuque, Iowa	East Dubuque, Ill.	59.59	.....
	East Dubuque, Ill.	Portage Curve, Ill.	13.23	.....
	Portage Curve, Ill.	Galea, Ill.	52.52	.....
	Forest Home, Ill.	Chicago, Ill.	10.18	.....
	In city of Des Moines, Iowa		2.26	.....
	In city of Des Moines, Iowa		.44	.....
As follows: 2. 5.	In city of St. Joseph, Mo.		81.81	.....
	In city of St. Joseph, Mo.		39.39	.....
	Leavenworth, Kan.	Kansas City, Kan.	27.91	.....
	In city of Leavenworth, Kan.		2.46	.....
	In city of Leavenworth, Kan.		1.40	.....
	Beverly, Mo.	Stillings, Mo.	3.59	.....
	Stillings, Mo.	Leavenworth, Kan.	1.36	.....
	St. Joseph, Mo.	Bee Creek, Mo.	7.63	.....
	In city of Kansas City	Kansas and Missouri	2.50	.....
				85.83
Total				932.01

4 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 17.)

CAPITAL STOCK.

DESCRIPTION—	Number of Shares Authorized	Par Value of Shares	Total Par Value Authorized	Total Am't Issued and Outstanding	Dividends Declared During Year	
					Rate Per Cent	Amount
Capital stock, common	\$500,000	\$100.00	\$50,000,000	\$29,921,045	.....	.....
Debenture, 4 per cent	300,000	100.00	30,000,000	26,117,089	4	\$1,025,698.33
Stock a, preferred	150,000	100.00	15,000,000	11,372,400	5	568,620.00
Stock b, preferred	100,000	100.00	10,000,000	9,489,190	.....	.....
Total	\$1,050,000	\$100.00	\$105,000,000	\$76,899,724	.....	\$1,594,318.33

MANNER OF PAYMENT FOR CAPITAL STOCK.

	Number of Shares Issued during year.	Cash Realized on Amount Issued during Year	Total No. Shares Issued and Outstanding.	Total Cash Realized.
Issued for cash—				
Preferred .....	.....	.....	1,181.60	118,160.00
4 per cent debenture	17,900	536,007.43	133,646.11	6,837,710.58
Issued for construction—				
Conversion priority loan, prior to 1901, 4 per cent debenture .....	.....	.....	32,754.78	.....
4 per cent preferred b .....	.....	.....	74,891.90	1,301,615.00
Issued for reorganization—				
Common .....	.....	.....	213,233.95	.....
Issued for stock Wis., Minn. & Pacific	6,700	.....	47,300.00	.....
Issued for stock M. C. & Ft. Dodge	58,300	.....	58,300.00	.....
Issued in exchange for securities C. St. P. & K. C., common	376 1/4
Total	83,276 1/4	536,007.43	768,997.24	8,257,485.58

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RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT—	Amount Issued	Amount Outstanding	INTEREST	
			Amount Accrued during Year	Amount Paid during Year
Mortgage bonds—page 19.....
Miscellaneous obligations—page 19.....
Income bonds—page 19.....
Equipment trust obligations—page 21.....
Total

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1903.	
Cash.....	\$507,830.04	Receiver's certificates.....	.....
Bills receivable.....	.....	Loans and bills payable.....	.....
Due from agents.....	318,373.68	Audited vouchers and accounts.....	\$1,764,702.10
Due from solvent companies and individuals.....	1,066,837.28	Wages and salaries.....	421,178.93
Net traffic balances due from other companies.....	.....	Net traffic balances due to other companies.....	86,373.96
Other cash assets (excluding "Materials and Supplies").....	129,462.01	Dividends not called for.....	.....
		Matured interest coupons unpaid (inc. coupons due July 1)	.....
		Rents due July 1—.....	71,998.00
		Miscellaneous.....	.....
Total—Cash and current assets	\$2,022,503.01	Total—Current liabilities	\$2,344,043.71
Balance—Current liabilities	\$21,540.70	Balance—Cash assets	\$2,344,043.71
Total	\$2,344,043.71	Total	\$2,344,043.71

* Materials and supplies on hand, \$1,198,700.11

(See General Balance Sheet—page 49.)

4 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 25.)

RECAPITULATION.

A. For Mileage owned by Road making this Report.

ACCOUNT—	Total Amount Outstanding	APPORTIONMENT		AMOUNT PER MILE OF LINE	
		To Railroads	To Other Properties	Miles	Amount
Capital stock—page 17.....	\$76,899,724	\$76,899,724	.....	846.18	\$90,878.00
Bonds—page 19 (grand total).....	.....	.....	.....	.....	.....
Equipment trust obligations—page 21.....	.....	.....	.....	.....	.....
Total.....	\$76,899,724	\$76,899,724	.....	846.18	\$90,878.00

B. For Mileage Operated by Road making this Report (Trackage Rights excluded), the Operations of Which are Included in the Income Account—Page 31.

NAME OF ROAD—	Capital Stock	Funded Debt	Total	AMOUNT PER MILE OF LINE	
				Miles	Amount
Chicago Great Western Railway.....	\$76,899,724	.....	\$76,899,724	846.18	\$90,878.00
Grand total.....	\$76,899,724	.....	\$76,899,724	846.18	\$90,878.00

(Page 27.) COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM—	Expenditures During Year Not Included in Operating Expenses		Total Cost to June 30, 1902	Total Cost to June 30, 1903	Cost Per Mile
	Charged to Income Acct as Permanent Improvements	Charged to Construction or Equipment			
CONSTRUCTION:					
Engineering			\$8,232.58	\$8,233.58	\$9.73
Right of way and station grounds			875,121.57	791,213.42	885.05
Real estate			180,783.00	184,783.00	220.98
Grading			884,682.56	1,092,422.42	1,200.98
Tunnels			50,971.78	96,535.16	107.02
Bridges, trestles and culverts			1,084,554.16	1,868,311.42	2,231.97
Trails			108,288.08	198,288.08	231.97
Rails			308,300.13	413,917.94	489.15
Track fastenings			28,349.24	32,749.24	34.02
Trucks and switches, side tracks			575,512.89	962,780.60	1,137.73
Railroad			921,660.88	1,311,166.06	1,550.13
Track laying and surfacing			124,929.29	112,929.26	147.60
Fencing right of way			33,234.52	33,465.35	4.02
Crossings, cattle guards, and signs			38,867.61	33,597.61	7.78
Interlocking or signal apparatus			46,168.53	61,778.52	73.00
Telegraph lines			4,088.88	6,983.64	8.35
Station buildings and fixtures			49,021.99	101,181.61	119.53
Shops, roundhouses, and turntables			406,150.13	648,697.74	766.57
Shop machinery and tools			71,254.17	91,314.82	107.90
Water stations			50,660.51	115,688.69	138.71
Fuel stations			17,775.67	74,997.91	88.62
Grain elevators					
Storage warehouses, purchase constructed road			51,496,675.11	51,841,744.28	61,235.62
Docks and wharves			26,109.14	28,665.61	31.44
Electric light plants			20,511.79	122,210.36	144.42
Electric motor power plants					
Gas making plants					
Miscellaneous structures			179,978.87	183,361.74	216.69
Legal expenses			28,730.00	28,730.00	33.95
Interest and discount			2,435,541.73	2,691,335.80	3,160.56
General expenses			167,386.75	167,386.75	197.83
Total Construction			\$60,073,673.87	\$63,304,680.56	\$74,812.26
Less credit branches sold					
			\$1,247,400.00	\$1,247,400.00	\$1,474.16
			\$58,826,273.87	\$62,057,280.56	\$73,338.10

4 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 29.)

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS. Continued.

EQUIPMENT:				
Locomotives	578,345.24	\$6,659,281.25	\$7,595,165.66	\$8,975.83
Passenger cars	86,061.12			
Sleeping parlor and dining cars	12,618.50			
Baggage, express, and postal cars	123,398.78			
Combination cars	135,450.77			
Freight cars				
Other cars of all classes				
Floating equipment				
Total equipment	\$985,984.41	\$6,659,281.25	\$7,595,165.66	\$8,975.83
Total construction—page 27	3,230,956.69	58,828,273.57	62,057,230.56	73,533.10
Grand total cost construction, equipment, etc.	\$4,166,941.10	\$65,483,555.12	\$69,652,396.22	\$82,513.93
Total cost construction, equipment, etc.—State of Minnesota	\$708,382.98	\$11,132,544.37	\$11,940,907.85	\$51,314.00

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EXPLANATORY REMARKS.

In accordance with the authority of the Extraordinary Meeting of the holders of the Debenture and Preferred A stocks, held in London, on the 17th day of March, 1902, and the authority of all the stockholders at a subsequent meeting, the Lyle Branch, and that portion of the Waverly Branch, between Waverly and Hampton, Iowa, have been decided to the Mason City & Fort Dodge Railroad Company, and the purchase price has been credited to the cost of the property.

(Page 31.)

INCOME ACCOUNT.

For Roads Making Operating Reports.

Gross Earnings from Operation—Page 35.....	\$7,818,918.15	
Less Operating Expenses—Page 45.....	5,856,789.29	
Income from operation.....		\$1,962,148.86
Dividends on stocks owned—page 37.....	\$4,067.65	
Interest on bonds owned—page 39.....	205.00	
Income from other sources		4,272.65
Total Income		\$1,966,421.51
Deductions from Income:		
Interest on interest-bearing current liabilities accrued, not otherwise provided for	[\$160,539.98	
Taxes—page 79, A.....	208,897.05	
Total deductions from income		369,437.03
Net income		\$1,601,984.48
Dividends, 5 per cent, preferred stock—page 17.....	\$568,620.00	
Interest on 4 per cent debenture stock.....	1,025,693.33	
Total		1,594,313.33
Surplus from operations of year ending June 30, 1903..		\$7,621.15
Surplus on June 30, 1902 (from "General Balance Sheet," 1902 report).....		155,401.33
Additions for year		\$7,621.15
Surplus on June 30, 1903 (For entry on "General Bal- ance Sheet," page 51).....		\$168,322.48

4 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 35.) EARNINGS FROM OPERATION—STATE OF MINNESOTA.

ITEM.	Gross Earnings from Business Originating and Terminating in State of Minnesota	Deductions Account of Repayments, etc.	Actual Earnings	Gross Earnings from Interstate Business to State of Minnesota, Divided on Straight Mileage Basis	Deductions Account of Repayments, etc.	Actual Earnings	Total Gross Earnings, Including Local and Interstate Business, Accruing to State of Minnesota
PASSENGER:							
Passenger Revenue	\$179,692.46			\$194,839.98			\$374,232.44
Less Repayments—							
Tickets Redeemed							
Excess Fares Refunded							
Other Repayments							
Total Deductions		\$8,762.82			\$10,519.23		\$17,282.05
Total Passenger Revenue			\$172,929.64			\$184,070.75	\$357,000.39
Mail							19,117.22
Express							17,607.66
Extra Baggage and Storage							8,839.66
Other Items							24,320.66
Total Passenger Earnings							\$421,985.59
FREIGHT:							
Freight Revenue							
Less Repayments—							
Overcharge to shippers							
Total Deductions							
Total Freight Revenue			\$322,157.07			\$333,239.08	\$805,626.15
Total Freight Earnings							
Total Passenger and Freight Earnings							
OTHER EARNINGS FROM OPERATION:							
Hire of Equipment—Balance							
Rents from Tracks, Yards and Terminals							\$7,764.10
Page 41							
Rents not otherwise provided for							239.28
Other sources							1,528.11
Total Other Earnings							2,802.54
Total Gross Earnings from Operation—Minnesota							\$12,134.03
Total Gross Earnings from Operation—							
Entire Line	Local and Interstate						\$1,389,945.77
							\$7,818,918.15

CHICAGO, GREAT WESTERN RAILWAY COMPANY.

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(Page 37.)

STOCKS OWNED.

A. Railway Stocks.

NAME—	Total Par Value.	Rate, Per Ct.	Income or Dividend Received.	Valuation.
Chicago Great Western Railway Co—				
5 per cent preferred stock a.....	\$35,500.00		\$1,350.00	\$35,500.00
4 per cent preferred stock b.....	21,100.00			21,100.00
Chicago Union Transfer Railway Co.....	80,000.00			56,694.44
Minnesota Transfer Railway.....	1,000.00			7,000.00
St. Paul Union Depot Co.....	100,000.00		2,117.65	100,000.00
Minnesota & Northwestern.....	120,000.00			25,770.87
Minnesota & Northwestern of Minnesota.....	6,977,300.00			1.00
Minnesota & Northwestern of Illinois.....	500,000.00			1.00
Dubuque & Northwestern.....				1.00
Dubuque & Dakota.....	566,600.00			1.00
Duluth, Red Wing & Southern.....	346,200.00			1.00
Wisconsin, Iowa & Nebraska.....	637.48			100.00
DeKalb & Great Western.....	100,000.00			111,753.63
Wisconsin, Minnesota & Pacific.....				4,730,000.00
Mason City & Fort Dodge.....				5,830,000.00
Total.....			\$4,067.65	\$10,917,923.94

B. Other Stocks.

St. Charles Hotel and Park Co.....	\$ 19,600.00			\$20,129.20
Iowa Development Co.....	150,000.00			150,000.00
Iowa Townsite Co.....	10,000.00			10,000.00
Total.....				\$180,129.20
Grand total—A and B.....			\$4,067.65	\$11,098,053.14

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EXPLANATORY REMARKS.

There is to be received from the Wisconsin, Minnesota & Pacific Railroad Company, \$670,000 of stock, and the entire amount, \$5,830,000 from the Mason City & Fort Dodge Railroad Company.

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BONDS OWNED.

A. Railway Bonds.

NAME—	Total Par Value	Rate Per Ct.	Income or Interest Received.	Valuation.
Minnesota Transfer Railway.....	\$16,000.00		\$205.00	\$16,000.00
Total.....	\$16,000.00		\$205.00	\$16,000.00

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RENTALS RECEIVED.

Rents Received from Lease of Tracks, Yards, and Terminals.

	Situation of Property Leased	Name of Company Using Property Leased.	Item.	Total.
Yards	East Minneapolis.....	Northern Pacific.....	179.28	.....
Total				179.28
Terminals	Lyle, Minn.	Illinois Central.....	60.00
Total				60.00
Grand total rents received.....				239.28

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OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

Repairs of Roadway	\$589,462.26
Renewals of rails	24,256.01
Renewals of ties	151,282.78
Repairs and Renewals of Bridges and Culverts	61,948.61
Repairs and Renewals of Fences, Road Crossings, Signs and Cattle Guards	22,976.74
Repairs and Renewals of Buildings and Fixtures	38,111.65
Repairs and Renewals of Telegraph	19,059.08
Stationery and Printing	10,534.07
Other Expenses	9,512.65
Total	\$927,093.85

MAINTENANCE OF EQUIPMENT.

Superintendence	\$11,125.82
Repairs and Renewals of Locomotives	481,128.74
Repairs and Renewals of Passenger Cars	83,178.04
Repairs and Renewals of Freight and Work Cars	280,664.68
Repairs and Renewals of Shop Machinery and Tools	31,281.11
Stationery and Printing	18,012.67
Other expenses	117,659.88
Total	\$1,018,050.94

CONDUCTING TRANSPORTATION.

Superintendence	\$25,960.26
Engine and Roundhouse Men	557,544.91
Fuel for Locomotives	840,536.09
Water Supply for Locomotives	44,148.54
Oil, Tallow, and Waste for Locomotives	43,891.01
Other supplies for locomotives	855,427.00
Train Service	23,643.74
Train Supplies and Expenses	162,770.82
Switchmen, flagmen, and watchmen	113,042.90
Telegraph Expenses	411,508.02
Station Service	31,572.06
Station Supplies	31,111.12
Switching charges—Balance	37,292.42
Car Mileage—Balance	45,869.81
Loss and Damage	75,616.88
Injuries to persons	33,217.51
Advertising	185,019.76
Outside Agencies	10,669.55
Stock yards and elevators	422,189.56
Rents for tracks, yards, and terminals—page 47, B.	32,221.87
Stationery and Printing	38,004.67
Other expenses	
Total	\$3,521,108.00

GENERAL EXPENSES.

Salaries of General Officers	\$98,769.75
Salaries of Clerks and Attendants	133,820.89
General Office Expenses and Supplies	28,921.03
Insurance	43,447.50
Law Expenses	32,211.36
Stationery and Printing (General Officers)	6,196.52
Other expenses	47,149.45
Total	\$390,516.50

RECAPITULATION OF EXPENSES.

Maintenance of Way and Structures	\$927,093.85
Maintenance of Equipment	1,018,050.94
Conducting Transportation	3,521,108.00
General Expenses	390,516.50
Grand Total	\$5,856,769.29
Percentage of Expenses to Earnings—Entire Line	74.90

OPERATING EXPENSES—STATE OF MINNESOTA.

Maintenance of Way and Structures	\$176,148.83
Maintenance of Equipment	193,429.68
Conducting Transportation	644,916.70
General Expenses	74,198.14
Total	\$1,088,693.35
Percentage of Expenses to Earnings—Minnesota	81.25

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RENTALS PAID.

B. Rents Paid for Lease of Tracks, Yards, and Terminals.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item	Total
Tracks	Dubuque, Ia., to East Dubuque, Ill.	Dunleith & Dubuque Bridge Co.	\$30,000.00	.....
Tracks	East Dubuque to Portage Curve.	Illinois Central	21,077.40	.....
Tracks	Minneapolis to St. Paul	St. Paul & Northern Pacific	41,147.46	.....
Tracks	Minnesota Transfer	Minnesota Transfer Ry.	7,400.00	.....
Tracks	Reverly to Stillings, Mo.	Chicago, Rock Island & Pacific Ry.	1,800.00	.....
Tracks	Stillings to Leavenworth	Leavenworth Terminal Ry. & Bridge Co.	13,309.06	.....
Tracks	Leavenworth to Kansas City	Kansas City Northwestern	26,443.58	.....
Tracks	In city of Leavenworth, Kan.	Leavenworth, Topeka & Southwestern	1,200.00	.....
Tracks	In city of Leavenworth, Kan.	Leavenworth, Northern & Southern	2,900.00	.....
Tracks	St. Joe to Bee Creek, Mo.	Atchison, Topeka & Santa Fe	3,928.76	.....
Total .....	.....	.....	\$153,560.32	.....
Yards	Portage Curve to Galena	Chicago, Burlington & Quincy	\$2,465.16	.....
Yards	In city of Des Moines	Des Moines & Kansas City	1,800.00	.....
Yards	Minneapolis, Minn.	Minneapolis & St. Louis	600.00	.....
Yards	St. Joseph, Mo.	K. C., St. Joe & C. B.	10,500.00	.....
Yards	St. Joseph, Mo.	St. Joseph Terminal Ry.	3,440.00	.....
Yards	Leavenworth, Kan.	Estate of J. W. Harris	1,100.00	.....
Yards	St. Paul, Minn.	St. Paul Union Depot Co.	6,598.00	.....
Yards	DeKalb, Ill.	Chicago & Northwestern	180.00	.....
Total .....	.....	.....	22,434.06	.....
Terminals	Kansas City, Kan.	Union Terminal Ry.	\$1,200.00	.....
Terminals	Chicago, Ill.	Chicago Terminal Transfer Ry.	224,646.01	.....
Terminals	Des Moines, Ia.	Des Moines Terminal Ry.	13,678.93	.....
Terminals	Kansas City, Kan.	Kansas City Suburban Belt Ry.	6,250.00	.....
Terminals	Minneapolis, Minn.	G. A. Archer	870.24	.....
Total .....	.....	.....	246,145.18	.....
Grand total .....	.....	.....	\$422,139.56	.....

(Page 49.) COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1902		ASSETS—		JUNE 30, 1903		YEAR ENDING JUNE 30, 1903	
Item	Total			Item	Total	Increase	Decrease
\$60,078,673.87	Cost of road—page 27			\$62,057,230.56		\$1,983,556.69	
6,659,281.25	Cost of equipment—page 29			7,595,165.66		935,884.41	
4,971,022.31	Stocks owned—page 37			11,098,053.14		6,127,030.83	
10,000.00	Bonds owned—page 39			16,000,000		6,000.00	
	Other permanent investments						
	Lands owned						
1,341,195.92	Cash and current assets—page 23			2,022,503.01		\$681,307.09	
	Other Assets—						
	Equipment trusts						
1,142,247.26	Materials and supplies			1,188,700.11		46,452.85	
	Sinking funds						
	Sundries						
	Kansas City and St. Joe Elevators			130,000.00		130,000.00	
	Profit and loss—page 31 (or 32)						
\$74,197,420.61	Grand total			\$84,107,652.48		\$9,910,231.87	

4 REPORT RAILROAD AND WAREHOUSE COMMISSION.

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing Contracts, Agreements, Arrangements, etc., with other Companies or persons, concerning the Transportation of Freight or Passengers. Give the statement in the following order, viz: 1. Express Companies. 2. Mails. 3. Sleeping Parlor, or Dining Car Companies. 4. Freight or Transportation Companies or Lines. 5. Other Railroad Companies. 6. Steamboat or Steamship Companies. 7. Telegraph Companies. 8. Telephone Companies. 9. Other Contracts.

1. Wells, Fargo & Company Express carries goods on Railway Company's Express Cars and pays a fixed annual sum for the use of the Railway Company's Express Cars, and the hauling of same in passenger trains, but the amount paid shall in no case be less than 40 per cent of the gross earnings of the Express Company on the line of the Chicago Great Western Railway.

2. The United States Government pays on a basis of amount and character of service.

3. The Mann Boudoir Sleeping Car Company, operated by Pullman Company, furnishes the necessary number of sleeping cars, and in a certain contingency for miles made by cars. The Sleeping Car Company receives the revenue derived from sale of berths and seats, and pays extra attendants in charge of cars.

No parlor cars in use on the Chicago Great Western Railway.

The dining cars are operated by the Railway Company.

4. There are no freight or transportation companies operating over this railway.

Through billing arrangements with all connecting lines.

5. With Minnesota Transfer Railway Company for use of yards and tracks at Minnesota Transfer, for which this company pays 1-2 of the annual interest on the bonds of the Minnesota Transfer Railway Company.

With Minneapolis & St. Louis Railroad Company for use of tracks in Minneapolis, Minnesota, for which this company pays \$600.00 per annum.

With St. Paul & Northern Pacific Railroad Company for use of yards and tracks in East Minneapolis, Minnesota, and trackage between St. Paul and Minneapolis, Minnesota, for which this company pays its proportion, based upon wheelage of 6 per cent per annum on the cost of the property.

7. The Postal Telegraph and Cable Company operates the telegraph lines, and, by contract, furnished the necessary wires and facilities to the Railway Company for the transaction of its business on the lines of the road. Operators at railway stations are paid by the Railway Company and perform service for the Telegraph Company. Operators at city or outside offices are paid by the Telegraph Company. Material for maintenance is supplied by the Telegraph Company, and labor for maintenance is furnished by the Railway Company. The Telegraph Company receives all revenue derived from commercial business.

8. The following Telephone Companies furnish telephone at the various points on the line where required, and are paid fixed sums for the use of the instruments:

Northwestern Telephone Exchange Company.

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EMPLOYEES AND SALARIES—STATE OF MINNESOTA.

CLASS—	Number	Total No. of Days Worked.	Total Yearly Compensation	Average Daily Compensation.
General Officers	12	4,135	78,068.80	18.88
Other Officers	15	5,475	46,508.22	8.49
General Office Clerks	161	58,765	117,530.00	2.00
Station Agents	81	11,313	23,870.43	2.11
Other Station Men	50	18,250	30,047.50	1.63
Enginemen	38	13,870	59,502.30	4.20
Firemen	38	13,870	35,229.80	2.54
Conductors	24	8,760	30,484.80	3.43
Other Trainmen	47	17,155	43,928.80	2.56
Machinists	14	5,110	16,352.00	3.20
Carpenters	35	12,775	32,839.50	2.58
Other Shopmen	49	17,885	45,149.05	2.53
Section Foremen	29	10,585	15,877.50	1.50
Other Trackmen	301	109,863	168,093.45	1.53
Switchmen, Flagmen and Watchmen	15	5,475	13,578.00	2.48
Telegraph Operators and Dispatchers	18	6,570	13,074.30	1.99
Employees—Account Floating Equipment				
All other Employees and Laborers	160	58,400	146,584.00	2.51
Total (Including "General Officers")—				
Minnesota	1,037	378,258	916,716.45	2.42
Less "General Officers"	12	4,135	78,068.80	18.88
Total (excluding "General Officers")—				
Minnesota	1,025	374,123	\$838,647.65	2.28
DISTRIBUTION OF ABOVE:				
General Administration	188	68,355	\$242,107.02	3.54
Maintenance of Way and Structures	490	178,850	330,554.95	1.95
Maintenance of Equipment	98	35,770	94,340.55	2.04
Conducting Transportation	261	95,283	249,713.93	2.62
Total (Including "General Officers")—				
Minnesota	1,037	378,258	916,716.45	2.42
Less "General Officers"	12	4,135	78,068.80	18.88
Total (excluding "General Officers")—				
Minnesota	1,025	374,123	838,647.65	2.28
• Total (Including "General Officers")				
Entire Line				

4 REPORT RAILROAD AND WAREHOUSE COMMISSION.

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TRAFFIC AND MILEAGE STATISTICS—STATE OF MINNESOTA.

ITEM—	Column for No. Passen- gers, Tonnage, Car Mileage, No. Cars, etc.	Columns for Revenue and Rates. Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue....	444,715	.....
Number of passengers carried one mile.....	18,729,386	.....
Number of passengers carried one mile per mile of road	119,917	.....
Average distance carried, miles.....	43.12	.....
Total passenger revenue—Page 35.....		\$357,000.39
Average amount received from each passenger.....		80.2
Average receipts per passenger per mile.....		01.9
Total passenger earnings—Page 35.....		421,385.59
Passenger earnings per mile of road.....		2,701.92
Passenger earnings per train mile.....		80.9
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue— Page 63.....	1,184,345	.....
Number of tons carried one mile.....	114,952,557	.....
Number of tons carried one mile per mile of road....	736,026	.....
Average distance haul of one ton, miles.....	97.06	.....
Total freight revenue—Page 35.....		905,326.15
Average amount received for each ton of freight.....		76.4
Average receipts per ton per mile.....		788
Total freight earnings—Page 35.....		905,326.15
Freight earnings per mile of road.....		5,799.99
Freight earnings per train mile.....		.....
TOTAL TRAFFIC—		
Gross earnings from operation—Page 35.....		1,399,945.77
Gross earnings from operation per mile of road.....		8,579.49
Gross earnings from operation per train mile.....		137.9
Operating expenses—Page 45.....		1,068,608.35
Operating expenses per mile of road.....		6,970.76
Operating expenses per train mile.....		112.07
Income from operation—Page 31.....		251,252.42
Income from operation per mile of road.....		1,608.73
CAR MILEAGE, ETC.—		
Mileage of passenger cars.....	2,320,661	.....
Average number of passenger cars per train mile.....	4.51	.....
Average number of passengers per train mile.....	86	.....
Mileage of loaded freight cars—North or East.....	4,992,107	.....
Mileage of loaded freight cars—South or West.....	4,376,881	.....
Mileage of empty freight cars—North or East.....	899,407	.....
Mileage of empty freight cars—South or West.....	1,516,932	.....
Average number of freight cars per train mile.....	25.79	.....
Average number of loaded cars per train mile.....	20.50	.....
Average number of empty cars per train mile.....	5.29	.....
Average number of tons of freight per train mile.....	205.69	.....
Average number of tons of freight per loaded car mile.	10.03	.....
Average mileage operated during year.....	156.18	.....
	Miles	Miles
TRAIN MILEAGE—		
Mileage of revenue passenger trains.....		514 359
Mileage of locomotives employed in "helping" passen- ger trains.....	*	
Percentage of "helping" to revenue train mileage, per cent.....	*	
Mileage of revenue mixed trains.....		5,562
Mileage of revenue freight trains.....		451,348
Mileage of locomotives employed in "helping" mixed and freight trains.....	*	
Percentage of "helping" to revenue train mileage, per cent.....	*	
Total revenue train mileage.....		971,469
Mileage of nonrevenue trains.....	*

CHICAGO, GREAT WESTERN RAILWAY COMPANY.

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TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE.

ITEM—	Column for No. Passen- gers, Tonnage, Car Mileage, No. Cars, etc.	Columns for Revenue and Rates.
		Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue....	1,933,545	.....
Number of passengers carried one mile.....	81,432,117	.....
Number of passengers carried one mile per mile of road	87,608	.....
Average distance carried, miles.....	42.12	.....
Total passenger revenue—Page 35.....		\$1,653,368.46
Average amount received from each passenger.....		86.857
Average receipts per passenger per mile.....		02.03
Total passenger earnings—Page 35.....		1,997,773.05
Passenger earnings per mile of road.....		2,149.28
Passenger earnings per train mile.....		81.008
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue— Page 63.....	2,768,307	.....
Number of tons carried one mile.....	759,916,612	.....
Number of tons carried one mile per mile of road.....	817,545	.....
Average distance haul of one ton, miles.....	274.61	.....
Total freight revenue—Page 35.....		5,633,437.58
Average amount received for each ton of freight.....		2.03
Average receipts per ton per mile.....		74
Total freight earnings—Page 35.....		5,633,437.58
Freight earnings per mile of road.....		6,090.65
Freight earnings per train mile.....		2.06
TOTAL TRAFFIC—		
Gross earnings from operation—Page 35.....		7,318,918.15
Gross earnings from operation per mile of road.....		8,411.87
Gross earnings from operation per train mile.....		1.50.153
Operating expenses—Page 45.....		5,856,769.29
Operating expenses per mile of road.....		6,300.92
Operating expenses per train mile.....		1.12.472
Income from operation—Page 31.....		1,962,148.86
Income from operation per mile of road.....		2,110.95
CAR MILEAGE, ETC.—		
Mileage of passenger cars.....	11 126 254	.....
Average number of passenger cars per train mile.....	4.51	.....
Average number of passengers per train mile.....	33	.....
Mileage of loaded freight cars—North or East.....	27,701,306	.....
Mileage of loaded freight cars—South or West.....	25,019,106	.....
Mileage of empty freight cars—North or East.....	7,173,159	.....
Mileage of empty freight cars—South or West.....	9,627,553	.....
Average number of freight cars per train mile.....	25.25	.....
Average number of loaded cars per train mile.....	19.23	.....
Average number of empty cars per train mile.....	6.02	.....
Average number of tons of freight per train mile.....	277.26	.....
Average number of tons of freight per loaded car mile.....	14.41	.....
Average mileage operated during year.....	929.51	.....
TRAIN MILEAGE—	Miles	Miles
Mileage of revenue passenger trains.....		2 448,515
Mileage of locomotives employed in "helping" passen- ger trains.....	12 412	.....
Percentage of "helping" to revenue train mileage, per cent.....	*	.....
Mileage of revenue mixed trains.....		47,768
Mileage of revenue freight trains.....		2,741,002
Mileage of locomotives employed in "helping" mixed and freight trains.....	408,242	.....
Percentage of "helping" to revenue train mileage, per cent.....	*
Total revenue train mileage.....		5,207,285
Mileage of nonrevenue trains.....	*

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FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

COMMODITY—	Freight Originat- ing on this Road Tons.	Freight Received from Con- necting Roads and Other Carriers. Tons.	Total Freight Tonnage.	
			Whole Tons.	Per Cent.
Products of Agriculture—				
Grain			207,260	17.50
Flour			117,842	9.95
Other mill products			12,791	1.08
Hay			11,014	.93
Tobacco				
Cotton				
Fruit and vegetables			33,162	2.80
Products of Animals—				
Live stock			69,284	5.85
Dressed meats			21,674	1.83
Other packing-house products			35,649	3.01
Poultry, game and fish			2,724	.23
Wool			1,066	.09
Hides and leather			2,487	.21
Butter, eggs and cheese			12,791	1.08
Products of Mines—				
Anthracite coal			180,849	15.27
Bituminous coal			4,027	.34
Coke				
Ores			79,943	6.75
Stone, sand and other like articles				
Products of Forest—				
Lumber			66,560	5.62
			33,043	2.79
Manufactures—				
Petroleum and other oils			24,871	2.10
Sugar			7,698	.65
Naval stores				
Iron, pig and bloom			6,277	.53
Iron and steel rails			4,500	.38
Other castings and machinery			14,093	1.19
Bar and sheet metal			2,013	.17
Cement, brick and lime			35,175	2.97
Agricultural implements			6,395	.54
Wagons, carriages, tools, etc.			5,685	.48
Wines, liquors and beers			4,505	.38
Household goods and furniture			9,001	.76
Merchandise			80,771	6.82
Miscellaneous; other commodities not men- tioned above			91,195	7.70
Total tonnage—Entire line.....			1,184,345	100.00

CHICAGO, GREAT WESTERN RAILWAY COMPANY.

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DESCRIPTION OF EQUIPMENT.

ITEM.	No. Added During Year	Total No. at End of Year	Equipment Fitted With Train Brake		Equipment Fitted with Automatic Coupler	
			No.	Name	No.	Name
Locomotives—Owned and leased						
Passenger.....	53	53	3	New York.....	53	Tower.
Freight.....	175	175	3	Westinghouse.....	175	Tower.
Switching.....	26	26	172	New York.....	26	Tower.
			23	Westinghouse.....		
			3	New York.....		
Total locomotives in service.....	254	254			254	
Total locomotives owned.....	254	254			254	
Cars—Owned and leased—						
In Passenger Service—						
First-class cars.....	47	47	28	Westinghouse.....	28	Chicago.
Second class cars.....	18	18	7	.....	7	National.
Combination cars.....	12	12	12	.....	12	Tower.
Dining cars.....	3	3	18	.....	18	Chicago.
Parlor cars.....			12	.....	12	Chicago.
Baggage, express and postal cars.....	31	31	3	Westinghouse.....	3	Chicago.
Other cars in passenger service.....	7	7		.....	
				Westinghouse.....	31	Chicago.
				.....	4	Chicago.
				.....	3	Tower.
Total.....	118	118			118	
In Freight Service.—						
Box cars.....	5,155	3,720	3,374	Westinghouse.....	3,374	Chicago.
		213	631	New York.....	631	Tower.
			213	.....	213	Eureka.
			272	.....	272	Various.
Flat cars.....	374	108	305	Westinghouse.....	305	Chicago.
Stock cars.....	331	331	69	.....	69	Tower.
Coal cars.....	265	115	381	Westinghouse.....	381	Chicago.
Refrigerator cars.....	109	109	265	Westinghouse.....	265	Chicago.
Other cars in freight service.....	424	417	109	Westinghouse.....	109	Tower.
		7	238	New York.....	238	Chicago.
			138	.....	138	Tower.
Total.....	6,708	5,065			6,708	
In Company's Service—						
Officers' and pay cars.....	3	3	2	Westinghouse.....	2	National.
Gravel cars.....			1	.....	1	Chicago.
Derrick cars.....	1			Westinghouse.....		
				.....	1	Hein.
Caboose cars.....	122	23	44	Westinghouse.....	44	Chicago.
			40	.....	40	Hein.
			24	.....	24	Tower.
			14	.....	14	Various.
Other road cars.....	491	45	22	Westinghouse.....	22	Chicago.
			18	.....	18	Hein.
			15	.....	15	Various.
Total.....	617	71			181	
Total cars in service.....	7,443	5,254			7,007	
Total cars owned.....	7,443	5,254			7,007	

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MILEAGE.
Mileage of Road Operated (All Tracks).

LINE IN USE—	Line Represented by Capital Stock		Line of Proprietary Companies	Line Operated Under Lease	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs							Iron	Steel
Miles of single track	761.37	84.81	.....	.....	.....	85.93	982.01	.....	.....	846.18
Miles of second track	4.40	.....	.....	.....	.....	10.56	14.96	.....	.....	4.40
Miles of third track .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of fourth track .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of yard track and sidings	244.88	9.73	.....	.....	.....	10.35	284.96	.....	.....	.....
Total Mileage Operated (all tracks)	1,010.65	94.54	.....	.....	.....	106.74	1,211.93	.....	.....	.....

B. Mileage of Line Operated by States and Territories (Single Track).

State or Territory—	Line Represented by Capital Stock	Line of Proprietary Companies	Line Operated Under Lease	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	RAILS
Minnesota	138.05	7.57	.....	.....	10.56	156.18	.....	.....
Iowa	350.60	71.43	.....	.....	3.12	465.35	.....	.....
Illinois	148.08	5.81	.....	.....	24.10	177.97	.....	.....
Missouri	84.46	.....	.....	.....	15.14	99.60	.....	.....
Kansas .....	.....	.....	.....	.....	32.91	32.91	.....	.....
Total mileage operated (single Track)	761.37	84.81	.....	.....	85.83	932.01	.....	.....
								846.18

C., Mileage of Line Owned by States and Territories (Single Track).

STATE OF MINNESOTA—	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs			Iron	Steel
Minnesota	133.06	7.37	145.62	.....	.....	145.62
Iowa	390.80	71.43	462.23	.....	.....	462.23
Illinois	143.06	5.81	153.87	.....	.....	153.87
Missouri	84.46	84.46	84.46
Total mileage owned (single track)	761.37	84.61	846.18	846.18

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MILEAGE—STATE OF MINNESOTA.
 Mileage of Road Operated (All Tracks).

LINE IN USE—	Line Represented by Capital Stock		Line of Propri- etary Com- panies	Line Operated Under Lease	Line Operated Under Contract, Etc.	Line Operated Under Track- age Rights	Total Mileage Operated	New Line Con- structed During Year	RAILS	
	Main Line	Branches and Spurs							Iron	Steel
Miles of single track.....	138 05	7.57	10.56	156.18	145 62

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RENEWALS OF RAILS AND TIES.—STATE OF MINNESOTA.

Cannot furnish at present.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES—	Coal, Tons, Bitumi- nous	Wood, Cords, Soft	Total Fuel Consumed, Tons	Miles Run	Average Pounds Consumed Per Mile
Passenger	33,162	150	33,312	451,348	147.61
Freight	29,017	131	29,148	520,121	112.08
Switching	14,943	67	15,010	240,945	124.59
Construction	5,784	26	5,810	89,579	129.72
Total	82,906	374	83,280	1,301,993	127.93
Average cost at distributing point.	\$1.96	\$2.10

4 REPORT RAILROAD AND WAREHOUSE COMMISSION.

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ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

A. Accidents Resulting from the Movement of Trains, Locomotives or Cars.

KIND OF ACCIDENT	EMPLOYEES										Total	
	Trainmen		Switchmen, Flagmen and Watchmen		Station Men		Shop Men		Trackmen		Other Employees	
	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd
Coupling or uncoupling		2		3								5
Collisions		2										2
Derailments		4		1								5
Parting of trains												
Locomotives or Cars breaking down												
Falling from trains, locomotives, or cars		1							1			2
Jumping on or off trains, locomotives, or cars		1		1								2
Struck by trains, locomotives, or cars		1		1				1				2
Overhead obstructions		2										2
Other causes		1		1								2
Total		14		7				1		2		24
KIND OF ACCIDENT	PASSENGERS				OTHER PERSONS				SUMMARY			
	Killed	Injur'd	Trespassing	Injur'd	Not Trespassing	Injur'd	Total	Injur'd	Killed	Injur'd	Killed	Injur'd
Collisions		7						7				24
Derailments												10
Parting of trains												
Locomotives or cars breaking down					1			1				1
Falling from trains, locomotives, or cars												
Jumping on or off trains, locomotives, or cars												
Struck by trains, locomotives, or cars		1						1				
At highway crossings												
At stations												
At other points along track												
Other causes		2						2				
Total		10			1			11			Total	35

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EXPLANATORY REMARKS.

Passenger—
 Hit by piece of coal falling from passing engine.
 Fireman—
 Struck by bundle of maps thrown from baggage car.
 Others—
 Caught between water spout and side of tank.
 Semaphore pole broke and fell with him.

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CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

WORKING DIVISIONS OR BRANCHES			ALIGNMENT			PROFILE						
From	To	Miles	Num- ber of Curves	Agg'ate Length of Curved Line Miles	Length of Straight Line Miles	Length of Level Line Miles	Ascending Grades			Descending Grades		
							No.	Sum of Ascents	Aggregate Length of Ascending Grades Miles	No.	Sum of Descents	Aggregate Length of Descending Grades Miles
St. Paul Minn.....	State Line, Iowa.....	110.65	113	20.53	90.12	36.34	99	1,853.5	50.29	81	1,272	14.02
Hayfield Jct., Minn.....	State Line, Iowa.....	27.40	12	2.28	25.12	9.67	20	193	7.22	28	318.5	10.51
Eden, Minn.....	Mantorville, Minn.....	7.57	18	3.65	3.92	1.60	7	53	1.32	9	171.5	4.65
Total.....	145.62	- 143	26.46	119.16	47.61	126	2,099.5	53.53	118	1,762	29.18

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CHARACTERISTICS OF ROAD—Continued—STATE OF MINNESOTA.

Bridges, Trestles, Tunnels, Etc.

Cannot furnish.

Gauge of track. 4 feet 8½ inches. 145 62 miles.

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CAR MILEAGE.

Amount Paid Private Lines from July 1st, 1902, to June 30th, 1903.

NAME OF OWNER-	Description	Rate, Cents	Amount
Armour Car Line	Refrigerator	1	\$33,544.84
American Refrigerator Trans. Co.	Refrigerator	3-4	828.27
Anglo-American Provision Co.	Refrigerator	1	918.07
Atlantic Seaboard Line	Refrigerator	3-4	1.23
Booth Cold Storage	Refrigerator	1	1,131.46
Chicago, New York & Boston Refrig. Line.	Refrigerator	3-4	1,039.37
Cold Blast Transportation Co.	Refrigerator	1	3,179.03
Cleveland Provision Co.	Refrigerator	3-4	21.37
Continental Fruit Express	Refrigerator	1	1,672.44
Cudahy Refrigerator Line	Refrigerator	1	2,985.17
Dairy Dealers Dispatch	Refrigerator	3-4	130.14
Dairy Shippers Dispatch	Refrigerator	3-4	521.13
Dold Packing Co.	Refrigerator	1	490.63
Cudahy Milwaukee Refrig. Line	Refrigerator	1	109.27
Fred Helm Brewing Co.	Refrigerator	1	113.04
Fox River Dispatch	Refrigerator	1	672.34
German-American Refrig. Line	Refrigerator	3-4	11.77
Hammond Refrigerator Line	Refrigerator	1	6,129.50
Indianapolis Brewing Co.	Refrigerator	3-4	14.63
Kansas Ctr. Refrig. Car Co.	Refrigerator	1	4,060.93
Morris & Hunt Trans. Co.	Refrigerator	3-4	9.33
Lipton Refrigerator Line	Refrigerator	1	59.81
Libby, McNeill & Libby	Refrigerator	3-4	268.26
Merchants Despatch Trans. Co.	Refrigerator	3-4	2,659.04
North & South Rolling Stock Co.	Refrigerator	3-4	194.98
Nelson, Morris & Co.	Refrigerator	1	6,179.77
Provision Dealers Despatch	Refrigerator	3-4	641.21
Produce Shippers Despatch	Refrigerator	3-4	188.60
Pabst Refrigerator Line	Refrigerator	3-4	10.08
St. Charles Refrigerator Line	Refrigerator	1	143.53
St. Louis Refrigerator Line	Refrigerator	1	204.19
Santa Fe Refrigerator Line	Refrigerator	3-4	925.33
Swift Refrigerator Line	Refrigerator	1	38,955.90
Swift Refrigerator Line	Refrigerator	3-4	862.87
Shippers Refrigerator Car Co.	Refrigerator	3-4	20.74
Special Freight Despatch	Refrigerator	1	1,662.00
Union Refrigerator Trans. Co.	Refrigerator	3-4	681.08
Western Refrigerator Line	Refrigerator	3-4	85.87
Western Refrigerator Trans. Co.	Refrigerator	3-4	79.68
Armour Car Line	Box	3-5	73.04
Arbuckle's Arlosa Despatch	Box	3-5	11.66
Barrett & Barrett	Box	3-5	1.97
Barrett Manufacturing Co.	Box	3-5	1.32
Chicago, Peoria & Western Ry	Box	3-5	17.94
Commerce Dispatch Line	Box	3-5	.22
Case, J. I.	Box	3-5	1.11
Cupples Woodenware Co.	Box	3-5	6.55
Crooked Creek Ry. & Coal Co.	Box	3-5	2.34
Express Freight Line	Box	3-5	.30
Empire Line	Box	3-5	5.96
Deere, J. Co.	Box	3-5	1.60
Ford Manufacturing Co.	Box	3-5	11.87
Hammond Refrigerator Line	Box	3-5	135.27
Johnson, F. C.	Box	3-5	4.25
Kingman & Co.	Box	3-5	11.71
Knabb & Co.	Box	3-5	72.98
Mann Bros. Car Co.	Box	3-5	72.71
Menasha Woodenware Co.	Box	3-5	29.83
Merchants Despatch Trans. Co.	Box	3-5	649.27
National Despatch Line	Box	3-5	236.92
North & South Rolling Stock Co.	Box	3-5	14.43
Monongah Coke & Coal Co.	Box	3-5	21.67
Proctor & Gamble	Box	3-5	7.97
Pittsburg Coal Co.	Box	3-5	94.27
Peet Bros. Manufacturing Co.	Box	3-5	28.22
Pittsburg Fairmont & N. W. Dock Co.	Box	3-5	13.31
W. P. Rend	Box	3-5	14.64
Swift Refrigerator Line	Box	3-5	1,147.72
Prouty Bowler Supply Co.	Box	3-5	13.20
South Eastern Line	Box	3-5	2.96
So. Despatch Lumber Line	Box	3-5	4.75
Special Freight Despatch	Box	3-5	32.87
Wm. Stoddart	Box	3-5	34.33

4 REPORT RAILROAD AND WAREHOUSE COMMISSION.

CAR MILEAGE—Continued.

NAME OF OWNER—	Description	Rate, Cents	Amount
West Fairmont Coal Co.	Box	3-5	4.19
Venice Trans. Co.	Box	3-5	76.86
Armour Car Line	Tank	3-4	483.94
American Fast Freight Line	Tank	3-4	589.00
American Tank Line	Tank	3-4	189.11
American Cotton Oil Co.	Tank	3-4	310.32
Conewango Refining Co.	Tank	3-4	22.31
Crystal Car Line	Tank	3-4	118.80
Craig Oil Co.	Tank	3-4	109.80
Cudahy Packing Co.	Tank	3-4	42.29
Complanter Tank Line	Tank	3-4	6.20
Continental Refining Co.	Tank	3-4	1.23
Empire Oil Works	Tank	3-4	14.26
Freedom Oil Works	Tank	3-4	27.13
Daniels Linseed Oil Co.	Tank	3-4	60.62
Germania Refining Co.	Tank	3-4	80.65
Globe Refining Co.	Tank	3-4	27.65
Glade Oil Works	Tank	3-4	3.10
Hammond Refrigerator Line	Tank	3-4	109.83
Independent Refining Co.	Tank	3-4	1.60
Peerless Tank Line	Tank	3-4	58.91
Louisville Cotton Oil Co.	Tank	3-4	23.14
Miller Oil Works	Tank	3-4	11.53
Midland Linseed Oil Co.	Tank	3-4	204.53
Proctor & Gamble	Tank	3-4	139.53
Paragon Refining Co.	Tank	3-4	119.88
Pittsburg Oil Refining Co.	Tank	3-4	8.85
Penn. Refining Co.	Tank	3-4	4.48
Republic Oil Works	Tank	3-4	774.42
Swift Refrigerator Line	Tank	3-4	3,513.97
Titusville Oil Works	Tank	3-4	22.54
Union Tank Line	Tank	3-4	11,156.81
Lake Carriers Oil Co.	Tank	3-4	58.09
Arms Palace Horse Car Co.	Stable	3-5	50.27
American Live Stock Express	Stable	3-5	10.63
Burton Stock Car Co.	Stable	3-5	620.17
Canada Cattle Car Co.	Stable	3-5	2,396.00
Cleveland Provision Co.	Stable	3-5	13.71
Hicks Stock Car Co.	Stable	3-5	2,743.42
Keystone Live Stock Express	Stable	3-5	12.84
Mather Stock Car Co.	Stable	3-5	1,069.12
Swift Live Stock Express	Stable	3-5	434.96
Street's Western Stable Car Co.	Stable	3-5	4,748.72
H. T. C. Co.	Stable	3-5	113.83
Live Poultry Trans. Co.	Poultry	3-5	330.93
National Poultry Trans. Co.	Poultry	3-5	3.52
Total	\$144,976.87

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TAXES AND ASSESSMENTS OF ALL KINDS.
A. For Reporting Company's Owned and Proprietary Lines.

STATE OR TERRITORY—	AD VALOREM TAX		SPECIFIC TAXES			On Prop-erty Owned not Used in Operation and Miscellaneous or on Privilege	Internal Revenue, U. S. Govern-ment	Total
	On the Value of Real and Personal Property	On the Value of Stocks or Bonds, or on Valuation Based on Earnings, Dividends, or other Results of Operation	On Stocks, Bonds, Loans, etc.	On Gross or Net Earnings, Revenues, or Dividends	On Traffic or Some Phys-ical Quality of Property Operated, or on Privilege			
Minnesota	\$84,979.29	.....	.....	\$28,644.40	.....	.....	.....	\$28,644.40
Iowa	71,183.56	.....	.....	.....	.....	.....	.....	84,979.29
Illinois	13,738.04	.....	.....	.....	.....	.....	.....	71,183.56
Missouri	5,331.76	.....	.....	.....	.....	.....	.....	13,738.04
Kansas .....	.....	.....	.....	.....	.....	.....	.....	5,331.76
Total	\$77,252.65	.....	.....	\$28,644.40	.....	.....	.....	\$208,897.05

5 REPORT RAILROAD AND WAREHOUSE COMMISSION.

Chicago, Milwaukee & Saint Paul Railway Co.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Chicago, Milwaukee & St. Paul Railway Company.
2. Date of organization? May 5th, 1863.
3. Under laws of what Government, State, or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Revised Statutes of Wisconsin, of 1858; Chapter 79, Section 33.
4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. No consolidations.
5. Date and authority for each consolidation? No consolidations.
6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Formed on the foreclosure of a portion of the La Crosse and Milwaukee R. R., which was organized under special act of the Legislature of the State of Wisconsin in 1852.

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ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
J. Ogden Armour.....	Chicago.....	September, 1904
August Belmont	New York	September, 1903
Frank S. Bond.....	New York	September, 1905
A. J. Earling.....	Chicago.....	September, 1905
Peter Geddes	New York	September, 1903
Chas. W. Harkness.....	New York	September, 1905
Frederick Layton	Milwaukee	September, 1904
Joseph Milbank	New York	September, 1904
Roswell Miller	New York	September, 1903
Wm. Rockefeller	New York	September, 1903
Henry H. Rogers.....	New York	September, 1905
James H. Smith.....	New York	September, 1905
Samuel Spencer	New York	September, 1904

Total number of stockholders at date of last election? 5232

Date of last meeting of stockholders for election of directors? Sept. 27, 1902.

Give postoffice address of general office? Chicago, Ill.

Give postoffice address of operating office? Chicago, Ill.

Give name and address of officer to whom correspondence regarding this report should be addressed. W. N. D. Winne, General Auditor, Chicago, Ill.

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OFFICERS.

Title.	Name.	Location of Office.
Chairman of the board.....	Roswell Miller	New York
President	A. J. Earling	Chicago.
Third vice-president	J. H. Hiland.....	Chicago.
Treasurer	F. G. Ranney.....	Chicago.
Asst. treasurer	John McNab	Chicago.
General solicitor	Burton Hanson	Chicago.
General counsel	George R. Peck	Chicago.
Asst. general solicitor	H. H. Field	Chicago.
Asst. general solicitor	C. B. Keeler	Chicago.
Comptroller	H. G. Haugan	Chicago.
General auditor	W. N. D. Winne.....	Chicago.
Asst. general auditor.....	W. F. Dudley	Chicago.
General manager	H. R. Williams	Chicago.
Assistant general manager..	W. J. Underwood	Chicago.
Chief engineer	D. J. Whittemore.....	Chicago.
General superintendent	D. L. Bush	Chicago.
Asst. gen'l. superintendents.	two in number	
Division superintendents...	18 in number.	
Superintendent of telegraph.	N. J. Fry	Milwaukee.
General freight agent.....	E. S. Keeley	Chicago.
Asst. gen'l. freight agents..	4 in number	Chicago.
General passenger agent....	F. A. Miller	Chicago.
Asst. gen'l. passenger agents.	3 in number	Chicago.
General baggage agent.....	W. D. Carrick	Milwaukee.
Land commissioner	H. G. Haugan	Milwaukee.

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PROPERTY OPERATED.

(For Roads Making Operating Reports.)

Name of Every Railroad, the Operations of which are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a. Main line.
 - b. Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon the earnings or other considerations.
5. Line operated under Trackage Rights.

From	To	Illinoi.	Wiscon- sin.	Iowa.	Minne- sota.	North Dakota.	South Dakota.	Missouri	Mich- igan-	Totals.
<i>Chicago and Milwaukee Division.</i>										
Chicago	Milwaukee	45.06	37.92							82.98
Rondout	Libertyville	3.00								3.00
Libertyville	Janesville	29.33	34.57							63.90
<i>Chicago and Evanston Division.</i>										
Chicago	Llewellyn Park	13.75								13.75
<i>Chicago and Council Bluffs Division (in Illinois).</i>										
North Chicago	Savanna	138.87								138.87
Galewood	Dunning	2.98								2.98
<i>Chicago and Council Bluffs Division (in Iowa).</i>										
Savanna	Council Bluffs			349.14						349.14
Elk River Junction	Clinton			10.62						10.62
Davenport	Jackson Junction			153.87						153.87
Edridge	Hurstville			34.61						34.61
Paralta	Farley			43.63						43.63
Sabula	Green Island			11.68						11.68
Browns	Green Island			11.90						11.90
<i>Kansas City Division.</i>										
Marion	Ottumwa			97.00						97.00
Ottumwa Junction	Coburg			62.27				140.27		202.54
<i>Racine and Northwestern Division.</i>										
Racine	Kittredge	50.63	69.31							119.94
Savanna	East Moline	47.70								47.70
Janesville	Beloit		13.86							13.86
Elkhorn	Eagle		16.59							16.59
Rockton	Rockford	14.94								14.94
<i>Puquoc Division.</i>										
Green Island	River Junction			124.50	24.03					148.43
Bellevue	Cascade			35.77						35.77
Turkey River Junction	West Union			58.34						58.34
Waukon Junction	Waukon			22.95						22.95

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY. 5

Reno	Preston	196.02	57.77				57.77	253.81
<i>Superior Division.</i>								
North Milwaukee	Champion	20.44					57.79	20.44
Hilbert Junction	Appleton							1.89
Menasha	Neshah	1.89						11.94
Oconto Junction	Oconto	11.94					1.34	22.43
Ellis Junction	Menominee	21.09						17.65
Wausaukee	Girard Junction	17.65					92.87	92.87
Channing	Ontonagon						6.94	6.94
Kelso	Crystal Falls							
<i>LaCrosse Division.</i>								
Milwaukee (Reed St.)	La Crosse	196.70						196.70
Watertown Junction	Madison	36.48						36.48
Portage City	East Madison	33.01						33.01
Viroqua Junction	Viroqua	32.17						32.17
North La Crosse	Onalaska	3.76						3.76
<i>Northern Division.</i>								
Chestnut St. Milwaukee	Portage City	100.24						100.24
Cement Line Junction	Rock	1.06						1.06
Iron Ridge	Fond du Lac	30.94						30.94
Horicon	Berlin	42.30						42.30
Brandon	Markesan	11.49						11.49
Ripon	Oshkosh	11.09						19.09
Rush Lake Junction	Winneconne	14.89						14.89
Merrill Park	North Milwaukee	6.17						6.17
Granville	North Lake	20.08						20.08
<i>Waconia Valley Division.</i>								
Tomah	Star Lake	183.22						183.22
New Lisbon	Pittsville	41.65						41.65
Pittsville Junction	Vesper	8.42						8.42
Dexter	Romadka	27.65						27.65
<i>River Division.</i>								
North La Crosse	Minneapolis	1.30	136.71					138.10
St Croix Junction	Stillwater		24.78					24.78
<i>Wabasha Division.</i>								
Wabasha	Zumbrota		54.21					54.21
<i>Chippewa Valley Division.</i>								
Wabasha	Chippewa Falls	61.18						63.01
Red Cedar Junction	Menomone	16.82	1.83					16.82
<i>Hastings and Dakota Division.</i>								
South Minneapolis	Ortenville		177.27					177.27
Ortenville Junction	Aberdeen		1.47					108.49
Glencoe	Hutchinson		13.45					13.45
Honks	Lake Minnetonka		7.84					7.84
Hastings	Paris Junction		53.71					53.71
Milbank	Sisseton							37.24
Andover	Harlem							38.71
<i>Fargo Division.</i>								
Ortenville	Fargo		46.29					116.97
<i>Yuma River Division.</i>								
Mitchell	Edgley		31.61					192.98
Aberdeen	Bowdle							57.02

PROPERTY OPERATED—Continued.

From	To	Illinoi.	Wiscon- sin.	Iowa.	Minne- sota.	North Dakota	South Dakota	Missouri	Mich- igan	Totals.
Orient	Eureka						67.38			67.38
Bardle	Evarts						40.85			40.85
Eureka	Linton					35.10	14.05			49.15
<i>Southern Minnesota Division.</i>										
La Crescent	Woonsocket						97.20			97.20
Wells	Marquette				296.22					296.22
Madison	Marquette				38.28					38.28
<i>Prairie Du Chien Division.</i>										
Milwaukee	North McGregor		196.50							196.50
Marquette	Prairie du Sac		10.31	12						22.31
Lockport	Richard Center		16.22							16.22
<i>Mineral Point Division.</i>										
Milton	Shullsburg		78.84							78.84
Brodhead	New Glas		22.78							22.78
Warren	Mineral Point	1.01	31.28							32.29
Calamine	Platteville		17.14							17.14
<i>Iowa and Minnesota Division.</i>										
Calmar	Minneapolis			41.38	130.64					172.02
Conover	Decorah			10.00						10.00
Austin	Mason City			27.95	11.34					39.29
Menota	St. Paul				5.06					5.06
Northfield	Cannon Junction				31.99					31.99
Farmington	Le Sueur Center				35.37					35.37
<i>Iowa and Dakota Division.</i>										
North McGregor	Chamberlain			201.48			149.77			441.25
Beulah	Ekader			19.20						19.20
Spencer	Spirit Lake			20.18						20.18
Rock Valley	Hudson			8.99			39			9.88
Marion Junction	Running Water						62.85			62.85
<i>Sioux City and Dakota Division.</i>										
Manilla	Scotland Junction			95.90			82.22			178.12
Napa	Platte						82.00			82.00
Scotland	Mitchell						47.67			47.67
Elk Point	Sioux Falls Junction.			34.92			67.81			102.73
Tripp	Armour						20.45			20.45
<i>Des Moines Division.</i>										
Des Moines	Spencer			155.46						155.46
Clive	Boone			34.97						34.97
Rockwell City	Storm Lake			38.58						38.58
		347.27	1700.12	1794.91	1149.66	153.31	1238.10	140.27	158.94	6692.57

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

	Minnesota.	Totals.
Miles of road as per table attached	1,149.85	6,892.57
Deduct one-half of joint mileage	2.80	13.37
Miles owned	1,147.05	6,869.20
Add one-half joint mileage	2.80	13.37
Add miles used under contracts .....	.....	150.35
Miles operated	1,149.85	6,832.92

5 REPORT RAILROAD AND WAREHOUSE COMMISSION.

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CAPITAL STOCK.

DESCRIPTION—	Number of Shares Authorized	Par Value of Shares	Total Par Value Authorized	Total Am't Issued and Outstanding	Dividends Declared During Year	
					Rate Per Cent	Amount
Capital stock, common.....		\$100.00		\$58,188,900		
From net earnings of fiscal year ending June 30th 1902.					4	\$2,327,356.00
From net earnings of fiscal year ending June 30th 1903.					3½	2,086,436.50
Preferred		100.00		47,724,400		\$4,563,792.50
From net earnings of fiscal year ending June 30th 1902.					3½	1,633,884.00
From net earnings of fiscal year ending June 30th 1903.					3½	1,657,999.00
						\$3,291,883.00
Total	Not fixed	\$100.00	Not fixed	\$105,908,300		\$7,655,675.50

MANNER OF PAYMENT FOR CAPITAL STOCK.

	Number of Shares Issued during year.	Cash Realized on Amount Issued during Year	Total No. Shares Issued and Outstanding.	Total Cash Realized.
Issued for cash, common			28,119,328	\$27,915,907.57
Issued for cash, preferred			5,198,917	5,212,248.80
Issued in exchange for } common			1,122,000	
bonds..... } preferred	10,420		31,893,000	
Issued for construction, common				
Issued for construction, preferred				
Issued for reorganization, common				
Issued for reorganization, preferred				
Issued for dividends, common			† 8,261,365	
Issued for purchase of stock } common			20,681,209	
of other companies and } preferred			10,632,483	
other lines of road.....				
Total.....	10,420		105,908,300	\$33,128,156.37

†The stock issued for dividends was in lieu of amount of net earnings which had been expended for construction and was charged to income account.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

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FUNDED DEBT:

Funded Debt, June 30th, 1903.

DESCRIPTION OF BONDS.	Date of Maturity.	Rate Per Ct.	INTEREST.		Amount of Bonds Outstanding.
			Payable.	Accruing During the Year.	
Consolidated Mortgage	January 1, 1904	7	January and July	\$2,380.00	\$34,000.00
Consolidated Mortgage	July 1, 1905	7	" "	130,500.00	1,860,000.00
Iowa & Dakota Division	July 1, 1908	7	" "	74,130.00	1,069,000.00
Southwestern Division	July 1, 1909	6	" "	240,000.00	4,000,000.00
Hastings & Dakota Division	January 1, 1910	7	" "	397,600.00	5,680,000.00
Chicago & Dakota Division	January 1, 1910	5	" "	49,500.00	980,000.00
Chicago & Pacific Division	January 1, 1910	5	" "	180,000.00	2,000,000.00
Southern Minnesota Division	January 1, 1910	6	" "	443,070.00	7,432,000.00
Mineral Point Division	July 1, 1910	5	" "	142,000.00	2,840,000.00
Terminal Mortgage	July 1, 1914	5	" "	237,400.00	3,875,000.00
La Crosse & Davenport Division	July 1, 1916	5	" "	125,000.00	2,500,000.00
Winnebago Division	July 1, 1920	5	" "	360,420.00	6,007,000.00
Wisconsin Valley Division	July 1, 1920	5	" "	129,740.00	2,178,000.00
Chicago & Pacific Western Division	January 1, 1921	5	" "	1,267,000.00	25,340,000.00
Chicago & Lake Superior Division	July 1, 1921	5	" "	237,750.00	4,755,000.00
Wisconsin & Minnesota Division	July 1, 1921	5	" "	68,000.00	81,875.00
Chicago & Missouri River Division	July 1, 1926	5	" "	154,150.00	3,325.00
General Mortgage	May 1, 1929	4	" "	960,000.00	962,430.00
General Mortgage	May 1, 1929	3 1/2	" "	363,860.00	228,287.50
Wisconsin Valley R. R. Co.	January 1, 1909	7	" "	77,450.00	76,982.50
General Mortgage	June 1, 1910	6	June and December	129,300.00	126,540.00
Milw. & Northern R. R. Co. Consolidated	June 1, 1913	6	" "	305,620.00	238,580.00
Dakota & Great Southern Ry. Co.	January 1, 1916	6	January and July	142,800.00	142,800.00
Fargo & Southern Ry. Co.	January 1, 1924	6	" "	75,000.00	75,000.00
Iowa & Dakota Division	"	"	"	"	2,000.00
St. Paul (or River) Division	"	"	"	350.00	20,000.00
Chicago & Milwaukee Division	"	"	"	55,020.00	10,000.00
Interest on bonds retired	"	"	"	"	"
Interest on bonds in the treasury of the company and in hands of trustees	"	"	"	\$6,311,735.00	"
Total	"	"	"	210,400.00	\$6,146,980.00
Interest on bonds in the treasury of the company and in hands of trustees	"	"	"	\$6,101,335.00	\$123,754,500.00

*Bonds matured and interest ceased July 1st, 1899.

†Bonds matured and interest ceased January 1st, 1902.

*Bonds matured and interest ceased January 1st, 1902.
†Bonds matured and interest ceased January 1st, 1903.

Bonds matured and interest ceased January 1st, 1903.
 Cash Realized on Amount Issued.—Unable to ascertain the consideration upon which all bonds were originally issued.
 Amount of Authorized Issue.—Not fixed.

(Page 23.) RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT—	Amount Issued	Amount Outstanding	INTEREST	
			Amount Accrued during Year	Amount Paid during Year
Mortgage bonds—Page 19				
Miscellaneous obligations—page 19		\$123,754,500.00	\$6,101,335.00	\$6,146,980.00
Income bonds—page 19				
Equipment trust obligations—page 21				
Total		\$123,754,500.00	\$6,101,335.00	\$6,146,980.00

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1903.	
Cash on deposit and on hand	\$3,600,598.48	Receiver's certificates .....	.....
Bills receivable		Loans and bills payable .....	.....
Due from agents and conductors	948,265.39	Audited vouchers and accounts	\$1,351,328.15
Due from solvent companies and individuals	272,793.56	Wages and salaries	2,161,086.43
Net traffic balances due from other companies	180,989.57	Net traffic balances due to other companies .....	.....
Other cash assets (excluding "Materials and Supplies") *		Dividends not called for .....	.....
United States Government	\$68,005.11	Matured interest coupons unpaid (inc. coupons due July 1)	\$7,675.50
		Rents due July 1	2,829,100.00
		Miscellaneous .....	.....
Total—Cash and current assets	\$10,380,656.81	Total—Current liabilities	\$6,379,185.08
Balance—Current liabilities		Balance—Cash assets	4,001,516.73
Total	\$10,380,656.81	Total	\$10,380,656.81

*Materials and supplies on hand, \$4,553,722.78.

(See General Balance Sheet—page 49.)

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RECAPITULATION.

A. For Mileage owned by Road making this Report.

ACCOUNT—	Total Amount Outstanding	APPORTIONMENT		AMOUNT PER MILE OF LINE	
		To Railroad	To Other Properties	Miles	Amount
Capital stock—page 17	\$105,908,300.00	\$105,908,300.00	.....	6,669.20	\$15,880.21
Bonds—page 19 ("Grand Total")	123,754,500.00	123,754,500.00	.....	6,669.20	18,550.12
Equipment trust obligations—page 21 .....	.....	.....	.....	.....	.....
Total	\$229,662,800.00	\$229,662,800.00	.....	6,669.20	\$34,436.33

B. For Mileage Operated by Road making this Report (Trackage Rights excluded), the Operations of Which are Included in the Income Account—Page 31.

NAME OF ROAD—	Capital Stock	Funded Debt	Total	AMOUNT PER MILE OF LINE	
				Miles	Amount
Chicago, Milwaukee & St. Paul Railway Company .....	.....	.....	.....	.....	.....
Grand total	\$105,908,300.00	\$123,754,500.00	\$229,662,800.00	6,669.20	\$34,436.33

(Page 27.) COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM—	Expenditures During Year		Total Cost to June 30, 1902	Total Cost to June 30, 1903	Cost Per Mile
	Included in Operating Expenses	Not Included in Operating Expenses Charged to Construction or Equipment			
CONSTRUCTION—					
Extensions .....	.....	\$2,842,093.59	.....	.....	.....
Real estate .....	.....	68,726.37	.....	.....	.....
Second track .....	.....	1,138,690.52	.....	.....	.....
Bridges, trestles, and culverts .....	.....	.....	.....	.....	.....
Sidings	\$481,849.03	.....	.....	.....	.....
Ballast	327,123.78	134,449.45	.....	.....	.....
Fencing right of way	113,366.50	37,461.04	.....	.....	.....
Station buildings and fixtures, etc.	13,013.49	.....	.....	.....	.....
Shop roundhouses and turntables	190,830.64	123,293.07	.....	.....	.....
Shop machinery and tools	8,792.80	491,224.17	.....	.....	.....
Docks and wharves .....	.....	579.83	.....	.....	.....
Miscellaneous debits and credits	93,642.68	+ 100,698.47	.....	.....	.....
General renewal and improvement account	1,105,000.00	.....	.....	.....	.....
Total construction	\$2,333,618.92	\$4,735,819.57	.....	.....	.....
EQUIPMENT—					
Locomotives .....	.....	\$536,910.46	.....	.....	.....
Passenger cars .....	.....	208,583.63	.....	.....	.....
Sleeping parlor and dining cars .....	.....	300,436.25	.....	.....	.....
Baggage, express, and postal cars .....	.....	19,874.33	.....	.....	.....
Freight cars .....	.....	1,035,853.00	.....	.....	.....
Other cars of all classes .....	.....	42,153.65	.....	.....	.....
Total equipment .....	.....	\$2,143,801.22	.....	.....	.....
Total construction—page 27	\$2,333,618.92	\$4,735,819.57	.....	.....	.....
Grand total cost of construction, equipment, etc.	\$2,333,618.92	\$6,870,620.89	\$228,731,116.31	\$235,010,737.20	* \$35,328.19
Total cost construction, equipment, etc.—Minnesota	Road Mileage Basis .....	.....	.....	\$40,525,046.80	\$35,328.19

*6,669.20 miles. †Deduct.

Does the absence of any entry under the heading "Included in Operating Expenses" (page 27 or 29) mean that no expenditures for permanent improvements or betterments have been charged to operating expense accounts? Yes.

Do the amounts entered under the heading "Included in Operating Expenses" (page 27 or 29) cover all expenditures for permanent improvements or betterments charged to operating expense accounts? Yes.

(Page 31.)

INCOME ACCOUNT.

For Roads Making Operating Reports.

Gross earnings from operation—page 35.....	\$47,062,737.57	
Less operating expenses—page 46.....	30,128,059.26	
Income from operation		\$17,534,678.31
Dividends on stocks owned—page 37.....	\$1,750.00	
Interest on bonds owned—page 39.....	14,470.00	
Miscellaneous income—less expenses—page 41.....	493,810.60	
Income from other sources		510,030.60
Total income		\$18,044,708.91
DEDUCTIONS FROM INCOME—		
Interest on funded debt accrued—page 23.....	\$6,101,835.00	
Taxes—page 79, A.....	1,470,114.97	
Total deductions from income.....		7,571,449.97
Net income		\$10,473,258.94
Dividends, 7½ per cent, common stock—page 17.....	\$4,863,792.50	
Dividends, 7 per cent, preferred stock—page 17.....	3,291,883.00	
Total		7,655,675.50
Surplus from operations of year ending June 30, 1903..		\$2,817,583.44
Surplus on June 30, 1902 (from general balance sheet, 1902 report)		20,682,068.61
Surplus on June 30, 1903 (for entry on general balance sheet, page 51)		\$23,499,652.05

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

ITEM—	Gross Earnings from Business Originating and Terminating in State of Minnesota	Deductions Account of Repayments Etc.	Actual Earnings	Gross Earnings from Business Originating and Terminating in State of Minnesota	Deductions Account of Repayments Etc.	Actual Earnings	Total Gross Earnings, Including Local and Interstate Business Accruing to State of Minnesota
PASSENGER—							
Passenger revenue
Less repayments—							
Tickets redeemed
Excess fares refunded
Other repayments
Total deductions
Total passenger revenue
Mail
Express
Extra baggage and storage
Other items, news
Sleeping and parlor cars
Milk
Total passenger earnings
FREIGHT—							
Freight revenue
Less repayments—							
Overcharge to shippers
Other repayments
Total deductions
Total freight revenue
Stock yards
Elevators
Other items
Total freight earnings
Total passenger and freight earnings
OTHER EARNINGS FROM OPERATION—							
Telegraph Companies
Rents from tracks, yards, and terminals—page 41
Rents not otherwise provided for
Total other earnings
Total gross earnings from operation—Minnesota
Total gross earnings from operation—Entire line

*Estimated.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY. 5

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STOCKS OWNED.

A. Railway Stocks.

NAME—	Total Par Value.	Rate, Per Ct.	Income or Dividend Received.	Valuation.
Kansas City Belt Railway Co	\$100,000.00			\$100,000.00
Minnesota Transfer Railway Co.....	7,000.00			7,000.00
Minneapolis Eastern Railway Co.....	15,000.00			15,000.00
Chicago Union Transfer Railway Co.....	80,000.00			40,000.00
Des Moines Union Railway Co.....	100,000.00			1,000.00
Davenport Rock Island & N. W. Ry. Co.....	2,350,000.00			1,750,000.00
Rochelle & Southern Railway Co.....	100,000.00			100,000.00
Wisconsin Western R. R. Co.....	521,400.00			604,626.00
Total	\$3,273,400.00			\$2,617,626.00

B. Other Stocks.

Braceville Coal Co	\$100,000.00			\$100,000.00
St. Paul Union Depot Co.....	100,000.00		\$1,750.00	100,000.00
Merrill Boom Co.....	38,800.00			25,822.00
Standard Office Co.....	112,500.00			112,500.00
St. Paul Coal Co	350,000.00			350,000.00
Total	\$701,300.00		\$1,750.00	\$688,322.00
Grand total—A and B.....	\$3,974,700.00		\$1,750.00	\$3,305,948.00

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BONDS OWNED.

A. Railway Bonds.

NAME—	Total Par Value	Rate Per Ct.	Income or Interest Received.	Valuation.
Minneapolis Eastern Railway Co.....	\$75,000.00	7	\$14,000.00	\$60,000.00
C. M. & St. P. Ry. Co. Gen'l Mort	159,000.00	4		159,000.00
C. M. & St. P. Ry. Co. Gen'l Mort	3,896,000.00	3½		3,896,000.00
Milwaukee & Northern R. R. Co. Consol'd ..	1,089,000.00	6		1,089,000.00
Minnesota Transfer Railway Co	6,000.00	4	120.00	6,000.00
Total.....	\$5,225,000.00		\$14,470.00	\$5,210,000.00

5 REPORT RAILROAD AND WAREHOUSE COMMISSION.

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RENTALS RECEIVED.

Rents Received from Lease of Tracks, Yards, and Terminals.

Designation of Property	Situation of Property	Company Using Property	Totals
Tracks	Clinton, Ia.	C., B. & Q. R. R.	\$420.00
Tracks	Newport, Minn.	C., B. & Q. R. R.	208.00
Tracks	Chicago, Ill.	Chicago Junction Ry.	5,100.30
Tracks	Granville, Wis.	Chicago & N.-W. Ry.	1,000.00
Tracks	Menominee, Mich.	Chicago & N.-W. Ry.	84.72
Tracks	Stillwater, Minn.	C., St. P., M. & O. Ry.	101.77
Tracks	Lyle, Minn.	Chicago Great Western Ry.	140.00
Tracks	Lyle, Minn.	Illinois Central R. R.	120.00
Tracks	Davenport, Ia.	Davenport, Clinton & E. Ry.	1,582.05
Tracks	Cedar Rapids, Ia.	Illinois Central R. R.	3,950.04
Tracks	Council Bluffs, Ia.	K. C., St. J. & Co. B. R. R.	169.36
Tracks	Council Bluffs, Ia.	Wabash R. R.	600.00
Tracks	Kansas City, Mo.	K. C. & N. C. R. R.	12,031.20
Tracks	Kansas City, Mo.	Missouri Pacific Ry.	2.00
Tracks	Kansas City, Mo.	St. J. & Grand Is. Ry.	12,000.00
Tracks	Kansas City, Mo.	St. Louis & S. F. Ry.	916.63
Tracks	Oneida Junction, Ia.	Manchester & Oneida Ry.	216.00
Tracks	Hopkins, Minn.	Minneapolis & St. Louis Ry.	3,453.30
Tracks	Ramsey, Minn.	Minneapolis & St. Louis Ry.	434.25
Tracks	Channing, Mich.	Escanaba & Lake Superior Ry.	1,425.72
Tracks	Ottumwa, Ia.	Wabash R. R.	2,267.76
Tracks	Ottumwa, Ia.	Chicago, Rock I. & Pac. Ry.	30.90
Tracks	Mosinee, Wis.	Jos. Dessert Lumber Co.	83.33
Tracks	Tomahawk, Wis.	Langley & Alderson.	12.55
Tracks	Des Moines, Ia.	Des Moines Union Ry.	99.25
Tracks	Ramsey, Minn.	Chicago, Rock I. & Pac. Ry.	75.00
Tracks	Albert Lea, Minn.	Chicago, Rock I. & Pac. Ry.	177.75
Tracks	Madrid, Ia.	Chicago, Rock I. & Pac. Ry.	8.50
Tracks	Comus, Minn.	Chicago, Rock I. & Pac. Ry.	67.88
Tracks & terminals.	Minneapolis, Minn.	M., St. P. & S. S. M. Ry.	9,999.96
Tracks & terminals.	Minneapolis, Minn.	Northern Pacific Ry.	1,833.32
Tracks & terminals.	St. Paul, Minn.	St. Paul & Duluth R. R.	7,000.00
Tracks & terminals.	St. Paul, Minn.	Northern Pacific Ry.	2,256.45
Tracks & terminals.	St. Paul to Minneapolis.	Chicago, Rock I. & Pac. Ry.	18,673.56
Tracks & terminals.	Erin to Rosemount.	Chicago, Rock I. & Pac. Ry.	9,239.51
Tracks & terminals.	Newport to St. Paul.	Chicago, Rock I. & Pac. Ry.	2,558.99
Tracks & terminals.	Sioux City, Ia.	Willmar & Sioux Falls Ry.	3,384.13
Tracks & terminals.	Rugby Jct. to Milwaukee	Wisconsin Central Ry.	72,810.12
Tracks & terminals.	Eau Claire, Wis.	Wisconsin Central Ry.	1,287.48
Tracks & terminals.	Menominee, Mich.	Wisconsin & Michigan Ry.	4,999.92
Tracks & terminals.	Wauzeka, Wis.	Wisconsin Western Ry.	259.92
Tracks & terminals.	Maas City, Mich.	Copper Range R. R.	165.00
Tracks & terminals.	Clinton and Davenport.	U. S. Express Co.	1,420.92
Total			\$182,667.61

MISCELLANEOUS INCOME.

ITEM.	Gross Income.	Less Expenses.	Net Miscellaneous Income.
Land department			\$8,333.79
Interest			439,043.81
Miscellaneous			46,433.00
Total			\$493,810.60

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY. 5

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OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

Repairs of roadway	\$3,833,464.66
Renewals of Rails	588,607.72
Renewals of Ties	620,327.90
Repairs and renewals of bridges and culverts	1,282,150.19
Repairs and renewals of fences, road crossings, signs, and cattle guards	209,416.19
Repairs and renewals of buildings and fixtures	743,330.68
Repairs and renewals of docks and wharves	23,503.40
Repairs and renewals of telegraph	43,611.83
Stationery and printing	2,605.52
Other expenses, renewals and improvement account	1,105,000.00
Total	\$8,452,048.09

MAINTENANCE OF EQUIPMENT.

Superintendence	\$97,659.36
Repairs and renewals of locomotives	1,213,472.63
Repairs and renewals of passenger cars	500,652.53
Repairs and renewals of freight cars	1,758,879.37
Repairs and renewals of work cars	86,656.25
Repairs and renewals of shop machinery and tools	125,182.14
Stationery and printing	7,735.56
Other Expenses	103,598.29
Total	\$3,893,834.13

CONDUCTING TRANSPORTATION.

Superintendence	\$532,902.23
Engine and roundhouse men	3,050,645.84
Fuel for locomotives	4,079,948.74
Water supply for locomotives	143,996.30
Oil, tallow, and waste for locomotives	96,313.62
Other supplies for locomotives	61,555.08
Train service	2,069,528.20
Train supplies and expenses	434,659.05
Switchmen, flagmen, and watchmen	1,227,225.15
Telegraph expenses	332,132.69
Station service	2,363,251.28
Station supplies	155,785.90
Switching charges—balance	131,348.04
Car mileage—balance	
Hire of equipment—balance	141,495.46
Loss and damage	263,922.94
Injuries to Persons	302,600.71
Clearing wrecks	42,972.74
Advertising	150,645.42
Outside agencies	469,180.19
Stock yards and elevators	49,379.46
Rents for tracks, yards and terminals—page 47, B.	317,858.58
Rents of buildings and other property	44,194.60
Stationery and printing	186,909.81
Other Expenses	151,345.67
Total	\$16,829,795.68

GENERAL EXPENSES.

Salaries of general officers	\$256,800.30
Salaries of clerks and attendants	265,714.97
General office expenses and supplies	30,487.06
Insurance	140,781.19
Law expenses	67,288.84
Stationery and printing (general offices)	37,073.17
Other Expenses	154,235.83
Total	\$952,381.36

RECAPITULATION OF EXPENSES.

Maintenance of way and structures	\$8,452,048.09
Maintenance of equipment	3,893,834.13
Conducting transportation	16,829,795.68
General expenses	952,381.36
Grand total	\$30,128,059.26
Percentage of expenses to earnings—entire line, excluding taxes	63.21

OPERATING EXPENSES—STATE OF MINNESOTA—EXCLUDING TAXES.

REVENUE TRAIN MILEAGE BASIS.

Maintenance of way and structures	\$1,323,590.73
Maintenance of equipment	609,774.43
Conducting transportation	2,635,546.00
General expenses	149,142.92
Total	\$4,718,054.08
Percentage of expenses to earnings—Minnesota—excluding taxes	51.94

5 REPORT RAILROAD AND WAREHOUSE COMMISSION.

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RENTS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.

Designation of Property.	Situation of Property.	Company Owning Property.	Totals.
Tracks	Milwaukee, Wis.	Chicago & North-Western Ry.	\$450.00
Tracks	Winona, Minn.	Chicago & North-Western Ry.	47.34
Tracks	Menominee, Mich.	Chicago & North-Western Ry.	21.00
Tracks	Cedar Rapids, Ia.	Chicago & North-Western Ry.	69.48
Tracks	Chicago, Ill.	Chicago & North-Western Ry.	54.00
Tracks	Council Bluffs, Ia.	C. & N. W. Ry.	95.00
Tracks	Clinton, Ia.	C. & N. W. Ry.	1,001.70
Tracks	Chicago, Ill.	Chicago Terminal Transfer Ry.	13,857.55
Tracks	Chicago, Ill.	Chicago & Western Ind. Ry.	2.00
Tracks	Council Bluffs, Ia.	Hannibal & St. Joseph R. R.	420.00
Tracks	Dubuque, Ia.	Illinois Central R. R.	3,402.00
Tracks	Chicago, Ill.	Illinois Central R. R.	76.50
Tracks	Hedrick, Ia.	Iowa Central Ry.	21.00
Tracks	Kansas City, Mo.	Kansas City, Ft. S. & M. Ry.	960.00
Tracks	Ottumwa, Ia.	Wabash R. R.	1.00
Tracks	Franklin Park	Wisconsin Central Ry.	6,570.00
Tracks	Oshkosh, Wis.	Wisconsin Central Ry.	999.96
Tracks	Port Edwards, Wis.	Wisconsin Central Ry.	29.19
Tracks	Chicago, Ill.	L. S. & M. So. Ry.	40.00
Tracks	Chicago, Ill.	C. & B. & Q. R. R.	113.50
Tracks	St. Paul, Minn.	C. & B. & Q. R. R.	1.75
Tracks	Clinton to Chaney	C. & B. & Q. R. R.	1,253.40
Tracks	Chicago, Ill.	Chicago Junction Ry.	61,042.29
Tracks & Terminals	Davis Jct. to Rockford	C. & B. & Q. R. R.	9,651.70
Tracks & Terminals	Clinton to Davenport	D. & R. I. & N. W. Ry.	58,222.88
Tracks & Terminals	Des Moines, Ia.	Des Moines Union Ry.	20,579.88
Tracks & Terminals	Channing to Escanaba	Esc. & Lake Superior Ry.	45,953.00
Tracks & Terminals	Kansas City, Mo.	Kansas City Belt Ry.	53,558.81
Tracks & Terminals	Minnesota Transfer	Minnesota Transfer Ry.	8,896.82
Tracks & Terminals	Chicago, Ill.	Pennsylvania Company	111,044.32
Tracks & Terminals	St. Paul, Minn.	St. Paul Union Depot Co.	8,458.23
Tracks & Terminals	Council Bluffs to South Omaha	Union Pacific Ry.	92,383.12
Tracks & Terminals	Rosemount to Farmington	B. & C. R. & N. Ry.	298.37
Tracks & Terminals	Stillwater, Minn.	Stillwater Union Depot Co.	990.00
Total			\$500,526.19

COMPARATIVE GENERAL BALANCE SHEET.

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JUNE 30, 1902		ASSETS—		JUNE 30, 1903		YEAR ENDING JUNE 30, 1903	
Item	Total		Item	Total		Increase	Decrease
\$238,731,116.31		{ Cost of road—page 27	.....	\$235,610,737.20		\$6,879,620.89	
2,145,872.80		{ Cost of equipment—page 29	.....	3,305,948.00		1,160,075.70	
5,087,350.00		Stocks owned—page 37	.....	5,210,000.00		122,750.00	
		Bonds owned—page 39	.....	599,477.68		599,477.68	
		Other permanent investments	.....			
		Lands owned	.....			
16,827,007.55		Cash and current assets—page 23	.....	10,880,686.81			\$6,446,350.74
		Other Assets—	.....			
3,996,318.06		Equipment trusts	.....			
768,646.37		Materials and supplies	.....	4,553,722.78		556,904.72	
		Sinking Funds, Trustees	.....	898,390.11		134,743.74	
4,708,138.16		Sundries	.....			
10,000.00		Due from Trustees	.....	5,107,184.92		404,016.77	
		Insurance Department	.....	10,000.00			
		Profit and loss—page 31 (or 33)	.....			
\$262,264,948.74		Grand total	.....	\$266,616,087.40		\$8,351,238.66	

(Page 51.) COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1902		LIABILITIES—	JUNE 30, 1903		YEAR ENDING JUNE 30, 1903	
Item	Total		Item	Total	Increase	Decrease
Capital stock—page 17	\$104,866,300.00	Capital stock—page 17		\$105,903,300.00	\$1,042,000.00	
Funded debt—page 23	124,786,500.00	Funded debt—page 23		123,754,500.00		\$1,042,000.00
Current liabilities—page 23	6,331,964.69	Current liabilities—page 23		6,379,188.08	47,173.89	
Real estate mortgages		Real estate mortgages				
Accrued interest on funded debt not yet payable, exclusive of coupons due July 1st, 1902 and 1903.	30,790.00	Accrued interest on funded debt not yet payable, exclusive of coupons due July 1st, 1902 and 1903.				
Sinking fund	763,646.37	Sinking fund		80,790.00		
Rolling stock replacement fund	118,350.00	Rolling stock replacement fund		888,390.11	184,743.74	
Renewal and improvement fund	4,680,229.07	Renewal and improvement fund		95,052.43		18,297.57
Profit and loss Page 31 (or 33)	20,682,066.61	Profit and loss Page 31 (or 33)		5,050,264.73	370,035.66	
				28,499,652.05	2,817,583.44	
Grand total	\$262,264,848.74	Grand total		\$265,616,087.40	\$3,351,238.66	

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY. 5

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IMPORTANT CHANGES DURING THE YEAR—ENTIRE LINE.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 9. All other important financial changes.

Miles of road June 30th, 1902	6,603.85
1. Constructed—	
Farmington to Le Sueur Center, Minn.	35.37
Mankato, Minn., north	20
Eureka, S. D., to Linton, N. D.	49.15
	<hr/>
2. Wabasha to Midland Junction taken up	6,688.57
	6.00
	<hr/>
Miles of Road June 30th, 1903	6,682.57
3. Line from Wabasha to Zumbrota, 60.21 miles, changed from 3 ft. to 4 ft. 8 1/2 in. gauge.	
6. Increase in Capital Stock—	
10,420 shares preferred, issued in exchange for bonds.....	1,042,000.00
7. Decrease in Funded Debt—	

DECREASE.

Received in exchange for preferred stock and canceled.....	1,042,000.00
Redeemed and canceled during the year	133,000.00
	<hr/>
	1,175,000.00

INCREASE.

Issued in exchange for other bonds	133,000.00
Net decrease	<hr/>
	1,042,000.00

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS—ENTIRE LINE.

Here give a concise statement of all existing Contracts, Agreements, Arrangements, etc., with other Companies or persons, concerning the Transportation of Freight or Passengers. Give the statement in the following order, viz: 1. Express Companies. 2. Mails. 3. Sleeping, Parlor, or Dining Car Companies. 4. Freight or Transportation Companies or Lines. 5. Other Railroad Companies. 6. Steamboat or Steamship Companies. 7. Telegraph Companies. 8. Telephone Companies. 9. Other Contracts.

1. The United States Express Company occupies the lines of this company, doing a general express business. Rates are various, and are governed by the business done and the facilities furnished.

2. Compensation for Mail Service is not permanently fixed. Service is ordered subject to the rules and regulations of the Post Office Department and the amount paid is based upon the weight of the mail transported over each route.

3. Sleeping parlor and dining cars are owned and operated by the Chicago, Milwaukee and St. Paul Railway Company. Sleeping car rates, \$1.50 to \$2.50, according to distance; parlor car rates, 25 cents to \$1.00, according to distance; dining car rates, \$1.00 per meal and a la carte.

4. The cars of all Transportation Companies are allowed to run over the lines of this company, paying regular rates and receiving mileage.

SECURITY FOR FUNDED DEBT—Page 23.

NAME OF BOND	Line or Property Mortgaged	Miles	Outstanding
Iowa & Dakota Division	Calmar to Algona	126.00	\$2,000.00
St. Paul (or River) Division	La Crescent to St. Paul	128.10	20,000.00
Chicago and Milwaukee Division	Chicago to Milwaukee	82.20	10,000.00
Consolidated	On above described lines		
	La Crosse bridge and approaches	1.70	
	Milton to Monroe	1st lien	
	Austin to Decorah	42.00	
	Conover to Decorah	1st lien	
	Sabula to Marion	10.00	
Iowa and Dakota Division Extension	Algona to Chamberlain	87.00	1,894,000.00
Southwestern Division	Marion Junction to Running Water	273.90	
	Eagle to East Moline	1st lien	
	Eagle to Elkhorst	62.00	1,039,000.00
	Glencoe to Roscoe	1st lien	
Hastings and Dakota Division Extension	Roscoe to Eureka	17.00	
	Aberdeen to Edgeley	278.00	4,000,000.00
	Edgemoor to Edgeley	1st lien	
	Edgemoor to Edgeley	64.15	
Chicago and Pacific Division	Chicago to Sisseton	33.00	
	Chicago to Kirtledge	1st lien	
	Kirtledge to Savanna	1st lien	
	Savanna bridge and approaches	1st lien	
Southern Minnesota Division	La Crescent to Sioux Falls	21.50	6,070,000.00
	Wells to Mankato	2nd lien	
	Wells to Mankato	1st lien	
Mineral Point Division	Minneapolis to Benton Junction	38.10	3,000,000.00
	Warren to Mineral Point	1st lien	
	Calamine to Watteville	28.86	7,432,000.00
	Monroe to Shullsburg	33.00	
	Alamo Rock to Richland Center	1st lien	
	Viroqua to Sparta	34.00	
	Real estate and improvements in Chicago and Milwaukee	16.00	
Terminal	Davenport to Jackson Junction	32.00	2,840,000.00
La Crosse and Davenport Division	Edridge Junction to Maquoketa	1st lien	
Dubuque Division	La Crescent to Clinton	150.50	4,748,000.00
	Reno to Preston	32.19	2,500,000.00
	Waukon Junction to Waukon	178.00	
	Turkey River Junction to West Union	57.50	
	Bellevue to Cascade	22.80	
	Tomah to Merrill	57.20	
Wisconsin Valley Division	Merrill to Minocqua	35.50	6,007,000.00
	Cedar Rapids to Kansas City	107.00	
Chicago and Pacific Western Division	Marion to Council Bluffs	54.50	2,179,000.00
	Sioux City to Manilla	293.84	
	Sioux City to Woonsocket	261.70	
	Egan to Woonsocket	90.10	
	Sioux City to Aberdeen	82.76	
		202.60	

Wisconsin and Minnesota Division	Elk Point to Sioux Falls	1st lien	70.00	25,340,000.00
	Hudson to Rock Valley	1st lien	9.00	
	Farley to Cedar Rapids	1st lien	47.00	
	Wabasha to Zumbrota	1st lien	60.00	
	Hastings to Stillwater	1st lien	25.50	
	Northfield to Red Wing	1st lien	32.50	
	Wabasha to Chippewa Falls	1st lien	65.00	
	Red Cedar Junction to Cedar Falls	1st lien	21.00	
	Minneapolis to St. Paul and Short Line Bridge	1st lien	10.00	
Chicago and Lake Superior Division	Read's Landing	1st lien		4,755,000.00
	Janesville to Beloit	1st lien	14.00	
	Rockton to Rockford	1st lien	15.00	
	Madison to Portage	1st lien	30.00	
Chicago and Missouri River Division	Tripp to Armour	1st lien	20.40	1,860,000.00
	Roscoe to Bowdle	1st lien		
	Roscoe to Orient	1st lien	15.50	
Wisconsin Valley R. R.	Tonah to Merrill	1st lien	41.00	8,083,000.00
Dakota & Great Southern Ry.	Madison to Bristol	1st lien		1,106,500.00
	Andover to Harlem	1st lien	102.70	
Fargo & Southern Ry.	Ortonville to Fargo	1st lien	56.00	2,856,000.00
General Mortgage	Authorized issue \$150,000,000—covering all property of Company. For refunding above mentioned debt, and for Extension and improvement of road	1st lien	117.00	1,250,000.00
Milwaukee & Northern R. R.	North Milwaukee to Green Bay	1st lien		34,396,000.00
	Hilbert Junction to Appleton	1st lien	126.77	
Milwaukee & Northern R. R., consolidated*	North Milwaukee to Green Bay	2nd lien	253.81	2,155,000.00
	Green Bay to Champion	1st lien		
	Hilbert Junction to Appleton	2nd lien	20.35	
	Menasha to Neenah	1st lien	1.00	
	Oconto Junction to Oconto	1st lien	11.94	
	Ellis Junction to Menominee	1st lien	22.43	
	Wausaukee to Northwest	1st lien	17.00	
	Channing to Sidnaw	1st lien	47.05	
	Sidnaw to Ontonagon	1st lien	45.90	5,092,000.00
Total				\$123,754,500.00

* Authorized issue, \$8,000,000. For refunding above mentioned debt of \$2,155,000, and for extensions of road.

All of the equipment and rolling stock reported as owned on page 65 of this report is covered by and included in the several mortgages of the company, and it is used on the whole line as an entirety without division.

What Income Mortgaged—No special fund.

5 REPORT RAILROAD AND WAREHOUSE COMMISSION.

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EMPLOYEES AND SALARIES--ENTIRE LINE.

It has been found impossible to compile accurate information required in this table for the year ending June 30th, 1903. The Company hopes to be able to furnish the information in future reports.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY. 5

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TRAFFIC AND MILEAGE STATISTICS—STATE OF MINNESOTA.

ITEM—	Column for No. Passen- gers, Tonnage, Car Mileage, No. Cars, etc.	Columns for Revenue and Rates.
		Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue, esti- mated	1,364,220	
Number of passengers carried one mile, estimated.	63,204,288	
Number of passengers carried one mile per mile of road, estimated	55,456	
Average distance carried,	46.33	
Total passenger revenue—Page 35, actual.		\$1,888,080.74
Average amount received from each passenger, esti- mated		1 39.134
Average receipts per passenger per mile, estimated.		03.008
Total passenger earnings—page 35		2,507,865.80
Passenger earnings per mile of road		2,200 44
Passenger earnings per train mile		1 40.727
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue— Page 63, estimated	4,530 316	
Number of tons carried one mile, estimated.	544,963,788	
Number of tons carried one mile per mile of road, esti- mated	478,160	
Average distance haul of one ton,	118 97	
Total freight revenue—Page 35, actual.		6,525 940.28
Average amount received for each ton of freight, esti- mated		1 42.477
Average receipts per ton per mile, estimated.		01.197
Total freight earnings—page 35		6,554,272 95
Freight earnings per mile of road		5,750.83
Freight earnings per train mile		249.631
TOTAL TRAFFIC—		
Gross earnings from operation—page 35		9,084 483.14
Gross earnings from operation per mile of road		7,970.87
Gross earnings from operation per train mile		2.15.391
Operating expenses—Page 45, excluding taxes		4,718,054 08
Operating expenses per mile of road, excluding taxes.		4 159.70
Operating expenses per train mile, excluding taxes		1.11.864
Income from operation—Page 31, excluding taxes.		4 366,429.06
Income from operation per mile of road, excluding taxes		3.831.17
CAR MILEAGE, ETC.—		
Mileage of passenger cars	*	
Average number of passenger cars per train mile	*	
Average number of passengers per train mile	*	
Mileage of loaded freight cars—north or east	*	
Mileage of loaded freight cars—south or west	*	
Mileage of empty freight cars—north or east	*	
Mileage of empty freight cars—south or west	*	
Average number of freight cars per train mile	*	
Average number of loaded cars per train mile	*	
Average number of empty cars per train mile	*	
Average number of tons of freight per train mile	*	
Average number of tons of freight per loaded car mile.	*	
Average mileage operated during year	1,139.71	
	Miles.	Miles.
TRAIN MILEAGE—		
Mileage of revenue passenger trains		1,592,806
Mileage of locomotives employed in "helping" passenger trains	*	
Percentage of "helping" to revenue train mileage.	*	
Mileage of revenue mixed trains		189,530
Mileage of revenue freight trains		2,435,283
Mileage of locomotives employed in "helping" mixed and freight trains	*	
Percentage of "helping" to revenue train mileage.	*	
Total revenue train mileage		4,217,669
Mileage of nonrevenue trains	*	

*No data.

5 REPORT RAILROAD AND WAREHOUSE COMMISSION.

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TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE.

ITEM—	Column for No. Passen- gers, Tonnage, Car Mileage, No. Cars, etc.	Columns for Revenue and Rates. Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue....	9,586 201	
Number of passengers carried one mile.....	431,261.190	
Number of passengers carried one mile per mile of road	63,450	
Average distance carried, miles.....	43.11	
Total passenger revenue—Page 35.....		\$9,542 200 87
Average amount received from each passenger.....		99.541
Average receipts per passenger per mile.....		02.309
Total passenger earnings—Page 35.....		12 646,695 86
Passenger earnings per mile of road.....		1.890 65
Passenger earnings per train mile.....		1.12 106
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue— Page 63.....	21,304 638	
Number of tons carried one mile.....	4,021,735.419	
Number of tons carried one mile per mile of road.....	591 703	
Average distance haul of one ton, miles.....	183.77	
Total freight revenue—Page 35.....		\$4,797,045 37
Average amount received for each ton of freight.....		1.63 331
Average receipts per ton per mile.....		00 885
Total freight earnings—Page 35.....		34,877,800.11
Freight earnings per mile of road.....		5.131 42
Freight earnings per train mile.....		2 08.339
TOTAL TRAFFIC—		
Gross earnings from operation—Page 35.....		47,662,737.50
Gross earnings from operation per mile of road.....		7.012 41
Gross earnings from operation per train mile.....		1.77.016
Operating expenses—Page 45, excluding taxes.....		30,128,059 26
Operating expenses per mile of road, excluding taxes.....		4.432.61
Operating expenses per train mile, excluding taxes.....		1.11 893
Income from operation—Page 31, excluding taxes.....		17,534 678.31
Income from operation per mile of road, excluding taxes.....		2,579.80
CAR MILEAGE, ETC.—		
Mileage of passenger cars.....	58,140.327	
Average number of passenger cars per train mile.....	5.15	
Average number of passengers per train mile.....	38	
Mileage of loaded freight cars—North or East.....	157,391,573	
Mileage of loaded freight cars—South or West.....	146,354,375	
Mileage of empty freight cars—North or East.....	55,374,420	
Mileage of empty freight cars—South or West.....	67,816,206	
Average number of freight cars per train mile.....	25.50	
Average number of loaded cars per train mile.....	18 14	
Average number of empty cars per train mile.....	7.36	
Average number of tons of freight per train mile.....	240 23	
Average number of tons of freight per loaded car mile.....	13 24	
Average mileage operated during year.....	6 796 91	
	Miles.	Miles.
TRAIN MILEAGE—		
Mileage of revenue passenger trains.....		10,184,880
Mileage of locomotives employed in "helping" passen- ger trains.....		
Percentage of "helping" to revenue train mileage, per cent.....		
Mileage of revenue mixed trains.....		1,096 130
Mileage of revenue freight trains.....		15,644,724
Mileage of locomotives employed in "helping" mixed and freight trains.....		
Percentage of "helping" to revenue train mileage, per cent.....		
Total revenue train mileage.....		26 925,734
Mileage of nonrevenue trains.....		78,675.82

*No data.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY. 5

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FREIGHT TRAFFIC MOVEMENT—ENTIRE LINE.

(Company's Material Excluded.)

COMMODITY—	Freight Originat- ing on this Road Tons.	Freight Received from Con- necting Roads and Other Carriers. Tons.	Total Freight Tonnage.	
			Whole Tons.	Per Cent.
Products of Agriculture—				
Grain	3,107,336	47,316	3,154,652	14.808
Flour	677,672	13,569	691,241	3.245
Other mill products	352,052	28,988	381,040	1.789
Hay	98,671	28,639	127,310	.598
Tobacco	36,294	2,294	38,588	.181
Cotton				
Fruit and vegetables	187,252	101,877	289,129	1.357
Flax	102,356	1,985	104,341	.490
Other agricultural products	90,248	45,620	135,868	.638
Products of Animals—				
Live stock	847,838	122,933	970,771	4.556
Dressed meats	174,935	2,963	177,898	.835
Other packing-house products	156,374	526	156,900	.736
Poultry, game and fish	10,440	4,496	14,936	.070
Wool	10,794	2,702	13,496	.063
Hides and leather	43,157	7,323	50,480	.237
Eggs	38,274	254	38,528	.181
Dairy products	66,622	545	67,167	.315
Products of Mines—				
Anthracite coal	421,998	2,762	424,760	1.994
Bituminous coal	1,957,788	322,864	2,280,652	10.705
Coke	256,733	52,925	309,658	1.454
Ores and minerals	1,198,099	95,415	1,293,514	6.072
Stone, sand and other like articles	742,352	48,567	790,919	3.713
Salt	48,572	26,467	75,039	.352
Products of Forest—				
Lumber, lath and shingles	1,399,604	381,312	1,780,916	8.359
Sash, doors and blinds	68,355	764	69,119	.324
Other forest products	1,730,852	342,320	2,073,172	9.731
Manufactures—				
Petroleum and other oils	153,725	46,730	200,455	.941
Sugar	5,261		5,261	.025
Naval stores	1,166		1,166	.005
Iron, pig and bloom	215,312	28,392	243,704	1.144
Iron and steel rails	69,864	78,739	148,603	.698
Other castings and machinery	164,698	28,998	193,696	.909
Bar and sheet metal	57,865	114,821	172,686	.811
Cement, brick and lime	556,168	72,181	628,349	2.950
Agricultural implements	200,313	14,993	215,306	1.010
Wagons, carriages, tools, etc.	55,002	15,763	70,765	.332
Wines, liquors and beers	539,576	8,910	548,486	2.574
Household goods and furniture	105,696	10,867	116,563	.547
Iron and steel, not included above	244,291	96,686	340,977	1.600
Merchandise	1,519,603	160,587	1,680,190	7.886
Paper	126,705	10,339	137,044	.643
Ice	376,335	123	376,458	1.767
Miscellaneous: other commodities not men- tioned above	572,738	142,097	714,835	3.355
Total tonnage—Entire line	18,788,986	2,515,652	21,304,638	100.00

5 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 65.)

DESCRIPTION OF EQUIPMENT.

ITEM.	No. Added During Year	Total No. at End of Year	Equipment Fitted With Train Brake		Equipment Fitted with Automatic Coupler	
			No.	Name	No.	Name
Locomotives—Owned and leased						
Passenger.....	15	232	232	Westinghouse.....	232	} See Page 64
Freight.....	15	608	599	Westinghouse.....	602	
Switching.....	6	154	120	Westinghouse.....	154	
Total locomotives in service.	36	989	951		988	
Total locomotives owned.....	36	989	951		988	
Cars—Owned and leased—						
In Passenger Service—						
First-class cars.....	23	248	248	Westinghouse.....	248	M. C. B.
Second-class cars.....	1	225	225	Westinghouse.....	225	M. C. B.
Dining cars.....	5	15	15	Westinghouse.....	15	M. C. B.
Parlor cars.....	19	19	19	Westinghouse.....	19	M. C. B.
Sleeping cars.....	10	72	72	Westinghouse.....	72	M. C. B.
Baggage, express and postal cars.....	5	347	342	Westinghouse.....	347	M. C. B.
Other cars in passenger service.....						
Total.....	44	928	921		926	
In Freight Service.—						
Box cars.....	799	28,123	23,332	Westinghouse.....	27,965	M. C. B.
Flat cars.....	6	4,932	3,075	Westinghouse.....	4,905	M. C. B.
Stock cars.....	162	3,029	2,433	Westinghouse.....	2,988	M. C. B.
Coal cars.....	5	1,345	1,345	Westinghouse.....	1,345	M. C. B.
Refrigerator cars.....	347	1,584	1,573	Westinghouse.....	1,584	M. C. B.
Other cars in freight service.....	294	1,290	1,290	Westinghouse.....	1,290	M. C. B.
Total.....	1,267	40,308	33,051		40,081	
In Company's Service—						
Officers' and pay cars.....		14	14	Westinghouse.....	14	M. C. B.
Derrick cars.....	1	13	9	Westinghouse.....	9	M. C. B.
Caboose cars.....	11	501	4	Westinghouse.....	498	M. C. B.
Other road cars.....	7	83	22	Westinghouse.....	98	M. C. B.
Total.....	19	621	49		614	
Total cars in service.....	1,330	41,850	34,021		41,621	
Total cars owned.....	1,330	41,850	34,021		41,621	

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EXPLANATORY REMARKS.

*All are vertical plane M. C. B. couplers.
Couplers of locomotives are being changed constantly, account of breakage, etc.

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MILEAGE.

A. Mileage of Road Operated (All Tracks).

LINE IN USE—	Line Represented by Capital Stock		Line of Proprietary Companies	Line Operated Under Contract, Etc.	Line Operated Under Track-Rights	Total Mileage Operated	New Line Completed During Year	RAILS	
	Main Line	Branches and Spurs						Iron	Steel
Miles of single track	6,000.20				163.72	6,832.02	84.72	154.84	6,514.80
Miles of second track	379.20				19.73	398.03	90.88		379.20
Miles of third track	5.57				1.14	6.71			5.57
Miles of fourth track	1.72					1.72			1.72
Miles of yard track and sidings	1,804.40				32.81	1,837.21	65.12	375.80	1,429.10
Miles of connecting tracks	87.47				2.45	39.02	1.17	4.09	33.38
Total mileage operated (all tracks)	8,897.56				219.85	9,117.41	241.89	533.73	8,363.83

B. Mileage of Line Operated by States and Territories (Single Track).

State or Territory—									
Wisconsin	1,691.27					8.85	1,700.12		8.91
Illinois	846.31					30.17	377.08		846.91
Iowa	1,793.90					42.99	1,836.89		42.94
Minnesota	1,147.05					2.60	1,149.65		27.53
North Dakota	152.78					.55	153.31		35.10
South Dakota	1,238.10						1,238.10		74.96
Missouri	140.27					6.06	146.33		140.37
Michigan	158.94					65.43	224.37		158.94
Nebraska .....						.77	.77		
Kansas									
Total Mileage Operated (single track)	6,669.20					163.72	6,832.92	84.72	154.84
									6,514.86

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MILEAGE—Continued.

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OF MINNESOTA—	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs			Iron	Steel
Wisconsin	1,691.27	.....	1,691.27	.....	8.91	1,083.80
Illinois	346.91	.....	346.91	.....	.....	843.91
Iowa	1,798.80	.....	1,798.80	.....	43.94	1,750.90
Minnesota	1,147.08	.....	1,147.08	.....	37.58	1,110.50
North Dakota	152.76	.....	152.76	85.57	.....	153.76
South Dakota	1,288.10	.....	1,288.10	14.05	74.96	1,108.14
Missouri	140.27	.....	140.27	.....	.....	140.27
Michigan	158.94	158.94	158.94
Total mileage owned (single track)	6,009.20	6,009.20	84.72	154.84	6,514.80

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MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

LINE IN USE—	Line Represented by Capital Stock		Line of Proprietary Companies	Line Operated Under Lease	Line Operated Under Contract Etc.	Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs							Iron	Steel
Miles of single track	1,144.45	.....	.....	.....	.....	5.20	1,149.65	.....	27.53	1,122.12
Miles of second track	10.69	.....	.....	.....	.....	1.28	11.97	.....	.....	11.97
Miles of third track	1.63	.....	.....	.....	.....	.....	1.63	.....	.....	1.63
Miles of connecting track.....	5.83	.....	.....	.....	.....	.39	6.25	.....	56	5.69
Miles of yard track and sidings.....	247.78	4.93	252.71	84.50	168.21
Total Mileage Operated (all tracks) ..	1,410.41	11.80	1,422.21	112.59	1,309.62

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RENEWALS OF RAILS AND TIES—ENTIRE LINE.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind	Tons	Weight Per Yard. Pounds	Av. Price Per Ton at Distribut'g Point. Dollars	Kind	Number	Av. Price at Distributing Point. Cents
Steel.....	.....	.....	.....	Mixed.....	1,280,043	43.68
Total ..	40,900	75-85-100	\$27.99	Total	1,280,043	43.68

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES—	Coal, Tons, Bituminous	Wood, Cords, Soft	Total Fuel Consumed, Tons	Miles Run	Average Pounds Consumed Per Mile
Passenger.....	449,490	2,168	450,514	10,767,651	83.68
Freight.....	1,251,853	5,940	1,254,303	21,343,885	117.58
Switching.....	219,026	1,038	219,545	5,734,162	76.57
Construction.....	66,686	232	65,627	2,133,420	62.65
Total	1,986,975	9,428	1,991,689	39,979,128	99.64
Average cost at distributing point....	\$2.10	\$2.22	\$2.10		

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ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

A. Accidents Resulting from the Movement of Trains, Locomotives or Cars.

KIND OF ACCIDENT	EMPLOYEES												Total
	Trainmen		Switchmen, Flagmen and Watchmen		Station Men		Shop Men		Trackmen		Other Employees		
	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	
Coupling or uncoupling				2									8
Collisions	1	5											6
Derailments		3								3			1
Parting of trains		1											
Locomotives or Cars breaking down													
Falling from trains, locomotives, or cars	1	6	1	1						1			9
Jumping on or off trains, locomotives, or cars		5		4			1						10
Struck by trains, locomotives, or cars			2		1				1		1		3
Overhead obstructions				2									2
Other causes	2	3											3
Total	4	31	3	9	1	1	1	1	1	4	2	9	48

KIND OF ACCIDENT	PASSENGERS				OTHER PERSONS				SUMMARY		Total		
	Trespassing		Not Trespassing		Trespassing		Not Trespassing		Total				
	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd			
Collisions		2		2		1				2	1	9	48
Derailments				1						1		1	8
Parting of trains													3
Locomotives or cars breaking down													22
Falling from trains, locomotives, or cars				1		3				1	3		
Jumping on or off trains, locomotives, or cars	1	1		6							6		
Struck by trains, locomotives, or cars													
At highway crossings							4	4		4	4		
At stations													
At other points along track			14	6						14	6		
Other causes							2	6		2	2		
Total	1	3	18	16	4	6	22	22		32	78		

ACCIDENT TO PERSONS—STATE OF MINNESOTA—Continued.

B. Accidents Arising from Causes Other Than Those Resulting from the Movement of Trains, Locomotives, or Cars.

KIND OF ACCIDENT	EMPLOYERS								Total Employees		PASSENGERS		Total	
	Station Men		Shop Men		Trackmen		Other Employees		Killed	Injur'd	Killed	Injur'd	Killed	Injur'd
	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd						
Handling traffic		2					1	1						
Handling tools, machinery, etc.				9		5		1						
Handling supplies, etc.						1		6						
Getting on or off locomotives or cars at rest				1										
Other causes				1		1		5						
Total		2		11		8		12					33	39

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CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

To secure data for correctly compiling the information here requested it would be necessary to make a re-survey of a large portion of the system, as in the last twenty years modification of grades have been made of which there are in many instances no records in the engineer's office. On some lines acquired by this company there are no profiles in existence.

To compile what data we have would require about three months' time, and to make a survey of the parts of the line of which we have not correct records may require four months' work with a field party.

5 REPORT RAILROAD AND WAREHOUSE COMMISSION.

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CHARACTERISTICS OF ROAD—Continued—STATE OF MINNESOTA.

Bridges, Trestles, Tunnels, Etc.

ITEM.	Number	Aggregate Length Feet	Minimum Length Feet	Maximum Length Feet	ITEM	Number	Height of Lowest Above Surface of Rail Ft. In.
Bridges—					Overhead Highway Crossings—		
Iron and steel ..	154	11,472	8	1,232	Bridges.....	9	20.1
Wooden.....	7	1,294	92	272	Trestle.....	17	14.9
Total.....	161	12,766	8	98	Total.....	26	14.9
Trestles—					Overhead Railway Crossings:		
Iron.....	17	4,453	65	520	Bridges.....	1	22.6
Wood.....	721	56,935	6	3,400	Trestles.....	1	22.3
					Total.....	2	22.3

Gauge of track, 4 feet 8½ inches. 1,149.65 miles.

TELEGRAPH.

A. Owned by Company Making This Report.

Miles of Line	Miles of Wire	Operated by This Co.		Operated by Another Company.		
		Miles of Line	Miles of Wire	Miles of Line	Miles of Wire	Name of Operating Co.
1,148.80	4,159.10	.....	.....	1,148.80	4,159.10	Western Union Tel. Co.

B. Owned by Another Company, but Located on Property of Road Making This Report.

For the construction of the telegraph lines the Western Union Telegraph Company or the North Western Telegraph Company, in some cases, furnished some material and claim joint ownership. Amount or mileage not definitely fixed.

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CAR MILEAGE.

Paid or Allowed for Rolling Stock not the Property of Railroads nor Consigned for Use by Lease.

Total.....\$429,045.99

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TAXES AND ASSESSMENTS OF ALL KINDS.

For Reporting Company's Owned and Proprietary Lines.

STATE OR TERRITORY—	AD VALOREM TAX		SPECIFIC TAXES			On Prop-erty Owned and Used in Operation and Miscellaneous	Internal Revenue, U. S. Govern-ment	Total
	On the Value of Real and Personal Property	On the Value of Stocks or Bonds, or on Valuation Based on Earnings, Dividends, or other Results of Operation	On Stocks, Bonds, Loans, etc.	On Gross or Net Earnings, Revenue, or Dividends	On Traffic or Some Physical Quality of Property Operated, or on Privilege			
Wisconsin.....	\$14,140.16	.....	.....	\$463,536.32	.....	.....	.....	\$577,676.48
Illinois.....	133,824.89	.....	.....	.....	.....	.....	.....	133,824.89
Iowa.....	267,586.96	.....	.....	.....	.....	.....	.....	267,586.96
Minnesota.....	8,467.40	.....	.....	282,556.16	.....	.....	.....	291,023.56
North Dakota.....	19,359.73	.....	.....	.....	.....	.....	.....	19,359.73
South Dakota.....	120,296.09	.....	.....	.....	.....	.....	.....	120,296.09
Missouri.....	29,183.76	.....	.....	.....	.....	.....	.....	29,183.76
Michigan.....	23,981.18	.....	.....	9,080.58	.....	.....	.....	33,061.76
Nebraska.....	129.71	.....	.....	.....	.....	.....	.....	129.71
Kansas.....	1,056.03	.....	.....	.....	.....	.....	.....	1,056.03
Total.....	\$614,991.91	.....	.....	\$585,123.06	.....	.....	.....	\$1,470,114.97

Chicago North Western Railway Company.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Chicago & North-Western Railway Company.
2. Date of organization? June 7th, 1859.
3. Under laws of what Government, State, or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Organized under act of Illinois Legislature; approved February 19, 1859, and under act of Wisconsin Legislature, approved March 14th, 1859. Certificate made June 6th, 1859.
4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same.:

Other Companies have been Consolidated with the Chicago & Northwestern Railway Company, as follows:

NAME OF COMPANY	State	Charter or Organization under General Laws
Dixon, Rockford & Kenosha Ry Co..	Ill. & Wis...	Organized January 16, 1864.
Galena & Chicago Union R. R. Co....	Illinois.....	Chartered by Act of Illinois, Jan. 16, 1836. Amended by Act of Illinois, March 4, 1837. Amended by Act of Illinois, Feb. 24, 1847. Amended by Act of Illinois, Feb. 11, 1853. Amended by Act of Illinois, Feb. 25, 1854. Amended by Act of Illinois, Feb. 15, 1855.
Peninsula Railroad Co.....	Michigan...	Organized February 3, 1862.
Beloit & Madison R. R. Co.....	Wisconsin...	Chartered by Act of Wis., Feb. 18, 1852.
Baraboo Air Line R. R. Co.....	Wisconsin...	Chartered by Act of Wis., March 8, 1870. Amended by Act of Wis., Jan. 31, 1871.
La Crosse Trempealeau & Prescott R. R. Co.....	Wisconsin...	Chartered by Act of Wis., March 6, 1857. Amended by Act of Wis., April 4, 1864.
Menominee River R. R. Co.....	Michigan...	Organized February 9, 1875.
Escanaba & Lake Superior Ry. Co...	Michigan...	Organized November 24, 1880.
Elgin & State Line R. R. Co.....	Illinois.....	Chartered by Act of Illinois, Feb. 12, 1859.
Chicago, Milwaukee & N. W. Ry. Co.	Ill. & Wis...	Organized March 19, 1881.

5. Date and authority for each consolidation?

DATE OF CONSOLIDATION	Companies Acquired by Consolidation	Authority for Consolidation
January 19, 1864.	Dixon, Rockford & Kenosha R. R. Co.....	General R. R. Law.
June 2, 1864.....	Galena & Chicago Union R. R. Co.....	Authority conferred by Charter.
October 21, 1864.....	Peninsular R. R. Co.....	General R. R. Co.
January 10, 1871.	Beloit & Madison R. R. Co.....	Authority conferred by Charter.
March 10, 1871....	Baraboo Air Line R. R. Co.....	Authority conferred by Charter.
June 6, 1877.....	La Crosse, Trempealeau & Prescott R. R. Co.	Authority conferred by Charter.
July 1, 1882.....	Menominee River R. R. Co.....	General R. R. Law.
July 1, 1882.....	Escanaba & Lake Superior Ry. Co.....	General R. R. Law.
June 7, 1883.....	Elgin & State Line R. R. Co.....	Authority conferred by Charter.
June 7, 1883.....	Chicago, Milwaukee & N. W. Ry. Co.....	General R. R. Law.

The Property and Franchises of other Companies have been Acquired by the Chicago & North-Western Railway Company by Purchase, as follows:

DATE OF ORGANIZATION	Companies	State	Date of Purchase	Authority for Purchase
April 4, 1882	Galesville & Mississippi River R. R. Co.	Wisconsin	March 16, 1883	General Railroad Law.
March 18, 1880	Black River R. R. Co.	Wisconsin	March 16, 1883	General Railroad Law.
June 23, 1884	Chicago, Iowa & Nebraska R. R. Co.	Iowa	July 2, 1884	General Railroad Law.
June 1, 1889	Cedar Rapids & Missouri River R. R. Co.	Iowa	July 2, 1884	General Railroad Law.
June 10, 1878	Maple River R. R. Co.	Iowa	July 2, 1884	General Railroad Law.
July 21, 1872	St. Paul & Northern P. R. Co.	Iowa	October 24, 1884	General Railroad Law.
March 2, 1870	Iowa Midland P. R. Co.	Iowa	October 24, 1884	General Railroad Law.
July 1, 1883	Ill., C. F. & St. Paul R. R. Co.	Iowa	October 24, 1884	General Railroad Law.
August 1, 1880	Des Moines & Minneapolis R. R. Co.	Iowa	October 24, 1884	General Railroad Law.
April 9, 1889	Maple Valley R. R. Co.	Iowa	October 24, 1884	General Railroad Law.
April 15, 1888	Jamesville & Mansville R. R. Co.	Wisconsin	May 4, 1887	General Railroad Law.
January 1, 1887	St. Paul & Northern P. R. Co.	Iowa	May 6, 1887	General Railroad Law.
August 3, 1873	St. Paul & Northern P. R. Co.	Iowa	November 2, 1887	General Railroad Law.
October 3, 1886	St. Paul & Northern P. R. Co.	Iowa	November 2, 1887	General Railroad Law.
June 23, 1884	Sycamore & Corland R. R. Co.	Iowa	November 2, 1887	General Railroad Law.
February 15, 1884	Northern Illinois R. R. Co.	Illinois	June 7, 1886	Act of Illinois, June 30, 1883.
October 7, 1885	Iron River R. R. Co.	Michigan	June 7, 1886	Act of Illinois, June 30, 1883.
August 13, 1887	Iron Range R. R. Co.	Michigan	June 10, 1889	Act of Michigan, Feb. 22, 1889.
August 8, 1887	Lake Geneva & State Line R. R. Co.	Wisconsin	June 10, 1889	Act of Michigan, Feb. 22, 1889.
June 15, 1889	Toledo & Northwestern R. R. Co.	Iowa	June 6, 1890	General Railroad Law.
January 7, 1890	Junction R. R. Co.	Illinois	June 6, 1890	General Railroad Law.
May 23, 1890	Paint River R. R. Co.	Illinois	June 4, 1891	Act of Illinois, June 30, 1883.
December 11, 1875	Milwaukee Lake Shore & Western R. R. Co.	Wis. & Mich.	August 19, 1890	Act of Michigan, Feb. 25, 1890.
February 11, 1885	Wisconsin Northern R. R. Co.	Wisconsin	September 10, 1897	General Railroad Law.
March 10, 1882	Winona & St. Peter R. R. Co.	Wisconsin	June 7, 1900	General Railroad Law.
July 23, 1883	Iowa, Minnesota & Northwestern R. R. Co.	Iowa	June 8, 1900	General Railroad Law.
October 3, 1886	Boyer Valley R. R. Co.	Iowa	June 8, 1900	General Railroad Law.
November 11, 1886	Minnesota & Iowa R. R. Co.	Minnesota	June 8, 1900	General Railroad Law.
January 8, 1889	Boone County R. R. Co.	Iowa	June 8, 1900	General Railroad Law.
May 8, 1899	Barian & Kirkman R. R. Co.	Iowa	June 8, 1900	General Railroad Law.
March 27, 1900	Southern Iowa R. R. Co.	Iowa	June 8, 1901	General Railroad Law.
June 12, 1900	Peoria & Northwestern R. R. Co.	Illinois	June 8, 1901	General Railroad Law.
November 2, 1900	S. C. & P. R. Co.	Illinois	June 8, 1901	General Railroad Law.
August 1, 1904	Minnesota Western R. R. Co.	Minnesota	August 23, 1901	General Railroad Law.
July 9, 1901	Fremont, Elkhorn & Mo. Valley R. R. Co.	Nebraska	July 16, 1902	General Railroad Law.
January 20, 1899		Nebr., So. Dak. & Wyo.	February 23, 1903.	General Railroad Law.

6 REPORT RAILROAD AND WAREHOUSE COMMISSION.

The Following Named Companies are Controlled by the C. & N. W. R'y Co.
by Ownership of Capital Stock and no Distinction is Made
in this Report by Reason of their Sep-
erate Incorporation.

NAME OF COMPANY	Where Organized	Charter or Organization
Princeton & Western R'y Co	Wisconsin	Organized August 1, 1883.
Florence County R'y Co.....	Wisconsin	Organized August 26, 1886.
Chicago Northern R'y Co.....	Illinois.....	Organized August 23, 1902.
DePue, Ladd & Eastern R'y Co.....	Illinois.....	Organized July 14, 1888.

Leased Line.

St. Paul Eastern Grand Trunk R'y	Wisconsin	Organized September 5, 1879.
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6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Not a reorganized company.

ORGANIZATION.

(Page 5.)

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Marvin Hughitt	Chicago, Ill.	June, 1904
Frank Work	New York, N. Y.	June, 1904
James Stillman	New York, N. Y.	June, 1904
Oliver Ames	Boston, Mass.	June, 1904
Zenas Crane	Dalton, Mass.	June, 1904
W. K. Vanderbilt	New York, N. Y.	June, 1905
F. W. Vanderbilt	New York, N. Y.	June, 1905
H. McK. Twombly	New York, N. Y.	June, 1905
Byron L. Smith	Chicago, Ill.	June, 1905
Cyrus H. McCormick	Chicago, Ill.	June, 1905
Marshall Field	Chicago, Ill.	June, 1905
Albert Keep	Chicago, Ill.	June, 1906
Chauncey M. Depew	New York, N. Y.	June, 1906
Samuel F. Barger	New York, N. Y.	June, 1906
James C. Fargo	New York, N. Y.	June, 1906
H. C. Frick	Pittsburgh, Pa.	June, 1906
David P. Kimball	Boston, Mass.	June, 1906

Total number of stockholders at date of last election? 4,109.

Date of last meeting of stockholders for election of directors? June 4th, 1905.

Give postoffice address of general office. Chicago and New York.

Give postoffice address of operating office. Chicago, Ill.

Give name and address of officer to whom correspondence regarding this report should be addressed. Name, J. B. Redfield; title, auditor; address, Chicago, Ill.

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OFFICERS.

Title.	Name.	Location of Office.
President	Marvin Hughitt.....	Chicago, Ill.
First vice-president	Eugene E. Osborn...	New York, N. Y.
Second vice-president.....	Marshall M. Kirkman....	Chicago, Ill.
Third vice-president	Hiram R. McCullough...	Chicago, Ill.
Secretary	Eugene E. Osborn...	New York, N. Y.
Treasurer	S. O. Howe	New York, N. Y.
General counsel	Lloyd W. Bowers	Chicago, Ill.
Auditor	J. B. Redfield	Chicago, Ill.
General manager.....	W. A. Gardner	Chicago, Ill.
Assistant general manager..	R. H. Aishton	Chicago, Ill.
Chief engineer.....	Edward C. Carter	Chicago, Ill.
General superintendent	Wm. D. Cantillon.....	Chicago, Ill.
Asst. general superintendent.	T. A. Lawson	Chicago, Ill.
Division superintendent }	E. G. Schevenell	Mason City, Ia.
Division superintendent }	A. L. Goetzman	Winona, Minn.
Division superintendent }	W. D. Beck	Eagle Grove, Ia.
Superintendent of telegraph.	G. H. Thayer	Chicago, Ill.
Freight traffic manager.....	W. Hughitt, Jr.....	Chicago, Ill.
Passenger traffic manager...	H. B. Kniskern	Chicago, Ill.
General freight agent.....	E. D. Brigham	Chicago, Ill.
General passenger agent ...	C. A. Cairns.....	Chicago, Ill.
General ticket agent.....	C. A. Cairns.....	Chicago, Ill.
General baggage agent.....	Frank D. Taylor	Chicago, Ill.
Land commissioner	J. F. Cleveland	Chicago, Ill.

(Page 6A.)

PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad, the Operations of which are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a Main line.
 - b Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon the earnings or other considerations.
5. Line operated under Trackage Rights.

NAME—	TERMINALS		Miles of Line for Each Class of Roads Named
	From	To	
Lines chartered as or consolidated with Chicago & North-Western Railway Company.....	Winona, Minn.	State line	277.03
	Tracy, Minn.	State line (Gary) ..	58.00
	Tyler, Minn.	State line	53.40
	Iowa state line ..	Sanborn	53.30
	Sanborn	Vesta	56.40
	Iowa state line ..	Fox Lake, Minn.	53.33
	Iowa state line ..	Elmore	3.34
	Mankato Junction ..	Mankato	3.73
	Mankato	New Ulm	23.58
	Sleepy Eye	Redwood Falls	24.40
	Rochester	Zumbrota	24.43
	Pyota	Plainview	15.01
	Pyota	Chatfield	11.46
	Evan	Marshall	45.82
	Total .....	.....	850.30

6 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 9.)

PROPERTY OPERATED.

Miles of Completed Road June 30, 1903.

	Total	Illinois	Iowa	Wis.	Mich.	Minn.	S. Dak.	N. Dak.	Neb.	Wyo
Chicago to Council Bluffs	491.00	137.88	353.12							
Chicago to Freeport	121.00	121.00								
South Branch Junction to River (Chicago)	4.50	4.50								
Elgin to Williams Bay	51.04	35.82		15.22						
St. Charles to Aurora	11.80	11.80								
Cortland to Sycamore	4.64	4.64								
Revidere to Spring Valley	75.78	75.78								
Nelson to Con. P. & P. U. at Peoria	82.98	82.98								
Clinton to Anamosa (Quarry)	73.57		73.57							
Stanwood to Tipton	8.50		8.50							
Cut Off near Cedar Rapids	5.96		5.96							
Des Moines to Jewell Junction	59.09		59.09							
Boone to Coal Banks	3.25		3.25							
Carroll to Harlan (End of Track)	41.11		41.11							
Manning to Audubon	17.00		17.00							
Belle Plaine to Muchakinock	64.00		64.00							
Stark to End of Track (Buxton)	21.55		21.55							
Belle Plaine to Sanborn	241.20		140.83		100.37					
Tama to Elmore	164.56		164.56		34					
Eagle Grove to Hawarden (St. Line)	145.20		145.20		12.26					
Burt to Fox Lake, Minn.	45.66		33.40							
Jewell Junction to Onawa	13.00		141.53							
Maple River to Carnarvon	99.87		99.87							
Wall Lake to Sargent's Bluff	24.80		24.80							
Wall Lake to Benson	61.30		61.30							
Boyer to Mondamin	75.65		75.65							
Missouri Valley to Sioux City	588.00		4.82						451.54	
California Junction to Deadwood, S. D.	277.76						131.73		127.76	
Omaha to Arlington	127.20								127.20	
Fremont to Hastings	124.14								124.14	
Linwood to Kansas State Line beyond Superior	46.11								46.11	
Platte River to Lincoln										
Junction near Irvington to S. Omaha, Inc. Con. to U. S. Yards and Omaha	10.36								10.36	
Junction near Scribner to Oakdale (via Alblon)	113.91								113.91	
Norfolk Junction to Painesville, S. D.	123.44						0.63		113.81	
Dakota Junction to Cheyenne, Wyo.	138.48								58.02	130.46
Buffalo Gap, S. D., to Hot Springs, S. D.	4.12								4.12	
Whitewood, S. D., to Belle Fourche, S. D.	21.10								21.10	
Gayville to Central City	2.92						2.02			

Narrow Gauge above Deadwood, Inc. Branches and Mines	17.84	69.73	172.47	17.84					
Chicago to Ft. Howard	242.20	12.89							
Chicago (N. 40th Av.) to North Evanston	3.63		3.63						
Appleton Water Power Extension	72.10	44.03	28.07						
Kenosha to Rockford	85.00	44.60	40.40						
Chicago to Milwaukee	62.63		62.63						
Milwaukee to Fond du Lac	164.00		164.00						
Sheboygan to Marshfield	7.85		7.85						
Red Granite Junction to Red Granite	6.88		6.88						
Nekoosa Junction to Nekoosa	140.88		140.88						
Milwaukee to Monfort	76.84	10.30	58.54						
Galena to Woodman	4.00		4.00						
Irwin to Plattville	12.04		12.04						
Lancaster Junction to Lancaster	227.00	21.00	205.87						
Belvidere to Winona	6.10		6.10						
Janesville to Afion	15.68		15.68						
Evansville to Janesville	3.96		3.96						
Winona Junction to LaCrosse	6.71		6.71						
Trempealeau to Gatesville	202.64		49.45						
Green Bay to Rembille	10.44								
Clover to Michiganville	1.23								
Wabico to Champion	104.73								
Powers to Watonsnet	94.10		13.73						
Stagers to Amasa	31.86								
Nashota to Metropolitan	42.97								
Branches to Mines of Maine Line	26.13								
Branches to Mines of E. & L. S. Line	31.22								
Branches to Mines of V. & L. S. Line	31.41								
Branches to Mines of Ashland Division	32.13								
Branches to Industries of Ashland Division	88.11								
Lake Shore Junction to Ashland, Wis.	93.35								
Monico Junction to Hurley	23.87								
Two Rivers Junction to Two Rivers, Wis.	62.87								
Hortonville to Oshkosh	17.27								
Eland Junction to Marshfield	17.85								
North of Antigo to E. Bryant Switch	4.84								
Pratt Junction to Harrison	17.84								
Farrish Junction to Parrish	22.82								
Pelican to Crandon	1.61								
Watersmeet to Choate	3.47								
Interior Junction to Interior	12.97								
Craigsmere to Robbins	2.60								
Hurley to End of Track	1.34								
Potato River Junction to End of Track	61.03								
Extension through Sec. 34	496.01								
Northern Junction to End of Track (Laona)	11.46								
Winona to Pierre	15.01								
Eyota to Chatfield									
Eyota to Plainview									

PROPERTY OPERATED—Continued.

	Total	Illinois	Iowa	Wis.	Mich.	Minn.	S. Dak.	N. Dak.	Neb.	Wyo.
Rochester to Zumbrota	24.48					24.48				
Mankato Junction to Mankato	3.75					3.75				
Mankato to New Ulm	25.58					25.58				
Sleepy Eye to Redwood Falls	24.40					24.40				
St. An to Marshall	45.82					45.82				
South to Vestal	26.40					26.40				
Tracy to Gettysburg	238.73					238.73				
Indiana to Groton	38.84					38.84				
Tyler to Astoria	32.20					32.20				
Watertown Junction to Watertown	43.83					43.83				
(Cretaceous to Hawarden (St. Line))	125.49					125.49				
James Valley Junction to Oakes	78.48					78.48				
Total line represented by Capital Stock of C. & N. W. Ry.	131.95					131.95				
Proprietary Lines, viz.:	7248.05	676.95	1551.77	1682.83	521.19	650.30	948.36	14.28	1071.91	130.46
Princeton & Western Ry.—Valley Jct. to Necedah	16.06			16.06						
Delue, Ladd & Eastern Ry. Co.—Ladd to Seatonville, Ill.	3.25	3.25								
Total	19.31	3.25		16.06						
Leased Lines, viz.:	60.02			56.00						
St. Paul, Eastern Grand Trunk Ry.—Clintonville to Oconto Spurs				4.02						
Total	60.02			60.02						
Recapitulation—										
Represented by Capital Stock, C. & N. W. Ry.	7248.05	676.95	1551.77	1682.83	521.19	650.30	948.36	14.28	1071.91	130.46
Proprietary Lines	19.31	3.25		16.06						
Leased Lines	60.02			60.02						
Total	7327.38	680.20	1551.77	1758.91	521.19	650.30	948.36	14.28	1071.91	130.46
Add Trackage Rights										
Co. Bluffs (Broadway) to South Omaha	8.73		3.07						5.66	
Peoria Junction to (n. Pass. Depot, Peoria	2.02	2.02								
Omaha, Neb., to Blair, Neb.	24.70								24.70	
Ladd to Churchill, Ill.	2.80	2.80								
GRAND TOTAL	7385.63	685.02	1554.84	1758.91	521.19	650.30	948.36	14.28	1102.27	130.46

x45.82 Miles—Evan to Marshall, opened for business August 13, 1902.

•Operated by F. E. & M. V. R. R. prior to February 17, 1903.

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PROPERTY OPERATED—Continued.

Name of all Coal, Bridge, Canal, or other Properties, the Earnings and Expenses of which affect the General Balance Sheet—Pages 49 and 51.

Name.	Character of Business.	Title, Owned, Leased etc.	State or Territory.
Western Town Lot Co...	Establishing towns and selling town lots.	{ Ownership of stock.	Iowa, Minn., No. Dak.,
Pioneer Town Site Co...		{ Ownership of stock.	So. Dak., and Wis.....
{ Minnesota Land Grant..	Selling lands.....	Ownership of stock...	Nebraska, South Da-
{ Wisconsin Land Grant..	Selling lands.....	Owned	kota and Wyoming...
{ Michigan Land Grant..	Selling lands.....	Owned	Minn. and So. Dak....
Consolidation Coal Co..	Mining and selling coal	Ownership of stock...	Wisconsin.....
			Michigan.....
			Iowa

(Page 13.)

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

(For Roads not Making Operating Reports.)

Name of Railroad the Income of which from Lease, or from other Assignment for Operation, is Included in the Income Account—Page 33.

Not a leased road.

(Page 15.)

PROPERTY LEASED OR OTHERWISE CONTROLLED FOR OPERATION.

[For Subsidiary Roads Making Either Operating Reports or Financial Reports.]

Give below a definite statement, as required by the Instructions on page 14, of the operating agreement or controlling relation existing between the company for which the report is made and the company by which it is operated or controlled, whether through lease, contract, or other agreement, or through ownership of capital stock.

Not a subsidiary road.

6 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 17.)

CAPITAL STOCK.

DESCRIPTION—	Number of Shares Authorized	Par Value of Shares	Total Par Value Authorized	Total Am't Issued and Outstanding	Dividends Declared During Year	
					Rate Per Cent	Amount
Capital stock and scrip, C. & N. W. Ry. Co., common, including \$2,333,638.05 owned by company.....	1000000	\$100.00	\$1000000000	\$50674475.97	7	\$3,060,414.00
Capital stock and scrip, C. & N. W. Ry. Co., preferred, including \$3,834.56 owned by company.....				22,396,954.56	8	1,791,600.00
Capital stock of proprietary companies whose operations are embraced in this report.....				2,410,000.00		
Total.....				75,483,430.53		4,852,014.00

MANNER OF PAYMENT FOR CAPITAL STOCK.

	Number of Shares Issued during year.	Cash Realized on Amount Issued during Year	Total No. Shares Issued and Outstanding.	Total Cash Realized.
Issued for cash:—				
Common.....	92,261	\$9,241,442.13	92,261	\$9,241,442.13
Preferred.....			36,400	2,911,466.14
Issued by proprietary roads for account of construction:—				
Common.....	350		24,100	
Preferred.....				
Issued for properties acquired:—				
Common.....			395,276	
Preferred.....			110,899	
Issued for retiring Bonds:—				
Common.....			5,975	
Preferred.....			52,605	
Issued in 1867 and 1868 for dividends in lieu of income use for construction:—				
Common.....			13,232	
Preferred.....			24,086	
Total.....	92,611		754,834	\$12,152,908.27

REMARKS.

In reference to stock issued for other than cash as specified in this table. It is impossible to say how much was originally sold for cash and how much for construction work and liabilities accruing in connection therewith or incident thereto.

FUNDED DEBT. Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

CLASS OF BOND OR OBLIGATIONS	TIME		Amount Author- ized Issue	Amount Issued	Amount Outstand- ing	Cash Realized on Amount Issued	Rate	INTEREST	
	Date of Issue	When Due						When Payable	Am't Acc'd During the Year
Mortgage Bonds—									
C. & N.W. Ry., consolidated gold—	Nov. 30, 1872	Dec. 1, 1902	\$48,000,000	\$13,651,000	\$20,000	\$12,317,979.13	7	June 1, Dec. 1	\$207,113.34
Milwaukee & Madison Ry., first mortgage	Sept. 1, 1890	Sept. 1, 1905	1,600,000	1,600,000	1,600,000		6	Mar. 1, Sept. 1	96,320.00
Chicago & Tonah R. R., first mortgage	Sept. 1, 1890	Nov. 1, 1905	1,525,000	1,525,000	1,525,000		6	May 1, Nov. 1	91,860.00
C. M. & N.W. Ry., construction	May 1, 1890	Nov. 1, 1905	750,000	750,000	750,000		6	May 1, Nov. 1	45,000.00
Menominee River R. R., first mortgage	May 1, 1876	July 1, 1906	400,000	400,000	400,000		7	Jan. 1, July 1	28,000.00
Menominee River R. R., Ext., first mortgage	Jan. 1, 1890	July 1, 1906	180,000	180,000	180,000		7	Jan. 1, July 1	11,200.00
Des Moines & Mpls. R. R., first mortgage	Feb. 1, 1892	Sept. 1, 1907	600,000	600,000	600,000		7	Feb. 1, Aug. 1	42,000.00
Dak. Cent. Ry., first mortgage (W. & St. P. con.)	May 1, 1892	Sept. 1, 1907	1,065,000	1,065,000	1,065,000	\$1,071,980.00	6	Mar. 1, Sept. 1	63,900.00
W. & St. P. R. R., second (two first) mortgage	Nov. 1, 1897	Nov. 1, 1907	1,800,000	1,653,000	1,592,000	1,460,290.00	6	May 1, Nov. 1	111,440.00
Dak. Cent. Ry., first mortgage (S. East div.)	Nov. 1, 1897	Nov. 1, 1907	2,000,000	2,000,000	2,000,000	2,012,000.00	6	May 1, Nov. 1	120,000.00
Rochester & N. Minn. Ry., first mortgage	Sept. 1, 1878	Sept. 1, 1908	100,000	100,000	200,000		7	Mar. 1, Sept. 1	14,000.00
Plainview R. R., first mortgage	Oct. 1, 1878	Oct. 1, 1908	150,000	150,000	150,000		7	Apr. 1, Oct. 1	10,500.00
Minnesota Valley R. R., first mortgage	Mar. 1, 1884	Mar. 1, 1909	1,600,000	1,600,000	1,600,000		5	Mar. 1, Sept. 1	80,000.00
C. B. & M. R. R., first mortgage	June 1, 1884	June 1, 1910	769,000	769,000	769,000		5	June 1, Dec. 1	53,690.00
Northern Illinois Ry., first mortgage	Apr. 1, 1885	Mar. 1, 1910	1,600,000	1,500,000	1,500,000		5	Mar. 1, Sept. 1	75,000.00
Madison Extension, first m'tge sinking fund	Apr. 1, 1871	Apr. 1, 1911	3,150,000	3,150,000	3,150,000	2,788,429.92	5	Apr. 1, Oct. 1	220,800.00
Menominee Ext., first m'tge sinking fund	June 1, 1871	June 1, 1911	2,700,000	2,700,000	2,697,000		5	June 1, Dec. 1	188,780.00
C. & N.W. Ry., consol. sinking fund currency	Jan. 16, 1895	Feb. 1, 1915	12,632,000	12,832,000	12,832,000		5	Feb. 1, Aug. 1	898,240.00
C. R. & M. R. R., Third div., first mortgage	May 1, 1896	May 1, 1916	2,892,000	2,892,000	2,832,000		5	May 1, Nov. 1	163,240.00
W. & St. P. R. R., Ext. West. div., first m'tge	Dec. 1, 1871	Dec. 1, 1916	4,375,000	4,375,000	4,241,000	3,937,500.00	7	June 1, Dec. 1	298,870.00
N.W. Union Ry., first mortgage	June 1, 1872	June 1, 1917	3,500,000	3,500,000	3,500,000		7	June 1, Dec. 1	245,000.00
M. L. S. & W. Ry., consolidated first m'tge	May 2, 1891	May 1, 1921	5,000,000	5,000,000	5,000,000		5	May 1, Nov. 1	300,000.00
M. L. S. & W. Ry., Marshfield Ext., first m'tge	Oct. 1, 1892	Oct. 1, 1922	600,000	600,000	600,000		6	Apr. 1, Oct. 1	20,000.00
M. L. S. & W. Ry., first m'tge (Mich. div.)	Jun. 20, 1894	July 1, 1924	1,281,000	1,281,000	1,281,000		6	Jan. 1, July 1	78,860.00
M. L. S. & W. Ry., first m'tge (Ashland div.)	Mar. 2, 1895	Mar. 1, 1925	1,000,000	1,000,000	1,000,000		6	Mar. 1, Sept. 1	60,000.00
M. L. S. & W. Ry., ext. & imp. skg. fund m'tge	Feb. 1, 1894	Feb. 1, 1929	4,564,000	4,564,000	4,188,000		5	Feb. 1, Aug. 1	207,400.00
Wisconsin Northern Ry., first mortgage	July 15, 1896	July 15, 1931	1,725,000	660,000	440,000	660,000.00	4	Jan. 15, Jul. 15	17,860.00
Boyer Valley Ry., first mortgage	Dec. 1, 1898	Dec. 1, 1923	1,410,000	1,440,000	1,440,000	1,440,000.00	3 1/2	June 1, Dec. 1	50,400.00
Minnesota & Iowa Ry., first mortgage	June 1, 1898	June 1, 1923	1,904,000	1,904,000	1,904,000	1,904,000.00	3 1/2	June 1, Dec. 1	66,640.00
Southern Iowa Ry., first mortgage	Sept. 1, 1900	Sept. 1, 1925	431,000	431,000	431,000		3 1/2	Mar. 1, Sept. 1	78,500.00
Princeton & North-Western Ry., first mortgage	Jan. 1, 1901	Jan. 1, 1926	2,100,000	2,100,000	2,100,000	2,100,000.00	3 1/2	Jan. 1, July 1	74,375.00
Peoria & North-Western Ry., first mortgage	Apr. 1, 1901	Apr. 1, 1926	2,125,000	2,125,000	2,125,000	2,125,000.00	3 1/2	Mar. 1, Sept. 1	14,560.00
Manakato & New Ulm Ry., first mortgage	Mar. 1, 1890	Mar. 1, 1926	416,000	416,000	416,000	416,000.00	3 1/2	Apr. 1, Oct. 1	171,053.57
Freemont, Elkhorn & Mo. Valley R. R., con.	Oct. 1, 1893	Oct. 1, 1933	20,000 *	7,125,000	7,125,000		3 1/2	Apr. 1, Oct. 1	78,480.00
Minn. & So. Dak. Ry., first mortgage	Jan. 1, 1900	Jan. 1, 1935	528,000	528,000	528,000	528,000.00	3 1/2	Jan. 1, July 1	136,500.00
Iowa, Minn. & N.W. Ry., first mortgage	Jan. 1, 1900	Jan. 1, 1935	3,900,000	3,900,000	3,900,000	3,900,000.00	3 1/2	Jan. 1, July 1	139,953.00
Sioux City & Pacific R. R., first mortgage	Aug. 1, 1901	Aug. 1, 1936	4,000,000	4,000,000	4,000,000		3 1/2	Feb. 1, Aug. 1	141,868.00
Sioux City & Pacific R. R., pref'd stock m'tge	July 21, 1871	.....	169,000	169,000	96,500		4	Apr. 1, Oct. 1	6,755.00
C. & N.W. Ry., general m'tge gold of 1897	Nov. 1, 1897	Nov. 1, 1967	165,000,000	24,558,000 +	24,558,000	20,538,000.00	4	Feb. 1, Aug. 1	610,685.84
			\$119,011,000	\$104,316,500				Feb. 1, Aug. 1	\$5,114,090.75
									\$5,221,202.33

(Page 19.)

FUNDED DEBT—Continued.

CLASS OF BOND OR OBLIGATIONS	TIME		Amount of Author-ized Issue	Amount Issued	Amount Outstand- ing	Cash Realized on Amount Issued	When Payable	INTEREST	
	Date of Issue	When Due						2 yr	3 yr
MISCELLANEOUS OBLIGATIONS—									
C. & N-W. Ry., sinking fund of 1879-6 per cent.	Oct. 1, 1879	Oct. 1, 1929	{ 15 000,000 20 000,000	\$6,440,000	\$5,808,000	6 333,501.67	Apr. 1, Oct. 1	346 005.00	347,310.00
C. & N-W. Ry., sinking fund of 1878-5 per cent.	Oct. 1, 1878	Oct. 1, 1928		8,560,000	6 918,000	8 100,575.00	Apr. 1, Oct. 1	342 850.01	346,850.00
C. & N-W. Ry., extension of 1886	Apr. 15, 1886	Aug. 15, 1926		18,632,000	18 632,000	17,605,850.31	Feb. 15, Aug. 15	745,290.00	745,840.00
INCOME BONDS—									
M. L. S. & W. Ry., income bonds	May 2, 1881	May 1, 1911	500,000	\$33,632,000	\$31 353,000	\$1,434,135.01		\$1,439 800.00	
				\$500,000	\$500,000		May 1, Nov. 1	\$80,000.00	\$80,210.00
DEBENTURE BONDS—									
M. L. S. & W. Ry., 20 yr. convertible debentures	Feb. 1, 1897	Feb. 1, 1907	2 000,000	\$2,000 000	\$436,000		Feb. 1, Aug. 1	\$21 800.00	\$21 300.00
C. & N-W. Ry., 25 year debentures of 1909	July 1, 1909	Nov. 1, 1909	6 000 000	6,000,000	5,900,000	5,792,550.88	May 1, Nov. 1	594,500.00	593,300.00
C. & N-W. Ry., 30 year debentures	Feb. 28, 1891	Apr. 15, 1921	10 000 000	10,000,000	10 000,000	10,063,462.50	Apr. 15, Oct. 15	600,000.00	600,025.00
C. & N-W. Ry., sinking fund debentures of 1883	May 1, 1883	May 1, 1933	10 000,000	10,000,000	9,800,000	9 150,000.00	May 1, Nov. 1	490,090.00	488,125.00
				\$28,000 000	\$26,136,000			\$1 306,300.00	\$1 305,550.00
Total mortgage Bonds				\$119,011 000	\$104,316,500			\$5,114,060.75	\$5,221,202.33
Total miscellaneous obligations				33,632 000	31,353 000			1,434,135.01	1,439,800.00
Total income bonds				500 000	500 000			30,000.00	30,210.00
Total debenture bonds				28 000 000	26,136,000			1 306,300.00	1,305,550.00
Grand totals				\$181,143,000	\$162,310,500			\$7,884,515.76	7,986,762.33
Less interest collected on bonds deposited with the trustee in place of bonds issued by the C. & N-W. Ry. Co., the interest on which latter is included in the above									
								329,759.53	329,759.53
Balance included in income account, page 831								\$7,554,756.23	\$7,667,002.80

*In addition to this amount, \$10,075,000 bonds of this issue are held in trust for which an equal amount of C. & N-W. Ry. extension bonds of 1886 were issued. †\$20,000 per mile of constructed road. ‡\$4,018,000 of these bonds are on hand in the treasury of the Company. §These bonds were assumed by the C. & N-W. Ry. Co. when it acquired the roads named. || Issued partly for cash and partly for other bonds. ¶ These bonds are on hand in the treasury of the company. § Issued partly for cash and partly for construction.

(Page 23.) RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT—	Amount Issued	Amount Outstanding	INTEREST	
			Amount Accrued during Year	Amount Paid during Year
Mortgage bonds—page 19	\$119,011,000.00	\$104,316,500.00	\$5,114,090.75	\$5,221,272.38
Miscellaneous obligations—page 19	33,632,000.00	31,358,000.00	1,104,375.48	1,110,040.47
Income bonds—page 19	500,000.00	500,000.00	30,000.00	30,210.00
Debtenture bonds	28,000,000.00	26,136,000.00	1,306,300.00	1,305,550.00
Equipment trust obligations—page 21				
Total	\$181,143,000.00	\$162,310,500.00	\$7,554,756.23	\$7,667,002.80

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1903.	
Cash	\$9,259,455.12	Receiver's certificates .....	.....
Bills receivable	264,651.34	Loans and bills payable .....	.....
Due from agents, conductors and paymasters	2,317,610.19	Audited vouchers and accounts	\$1,752,904.11
Due from solvent companies and individuals	105,863.94	Wages and salaries	2,008,131.64
Net traffic balances due from other companies		Net traffic balances due to other companies	603,567.87
Other cash assets (excluding "Materials and Supplies")*		Dividends not called for	4,010.25
Due from U. S. Government	333,603.76	Matured interest coupons unpaid (inc. coupons due July 1	305,082.52
		Rents due July 1—Albany R. R. Bridge	6,000.50
		Dividends declared, payable July, 1903	2,139,830.00
		Miscellaneous	30,870.00
Total—Cash and current assets	\$12,341,164.35	Total—Current liabilities	\$6,749,945.89
Balance—Current liabilities		Balance—Cash assets	5,591,238.46
Total	\$12,341,164.35	Total	\$12,341,164.35

*Materials and supplies on hand, \$3,767,891.13.

(See General Balance Sheet—page 49.)

6 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 25.)

RECAPITULATION.

A. For Mileage owned by Road making this Report.
(Including Proprietary Companies Whose Operations Are Embraced in This Report.)

ACCOUNT—	Total Amount Outstanding	APPORTIONMENT		AMOUNT PER MILE OF LINE	
		To Railroads	To Other Properties	Miles	Amount
Capital stock—page 17.....	\$75,483,480.53	\$73,118,480.53	\$2,365,000.00	7,267.36	\$10,061.21
Bonds—page 19 (grand total).....	162,310,500.00	162,310,500.00		7,267.36	22,884.18
Equipment trust obligations—page 21.....					
Total.....	\$237,793,980.53	\$235,428,980.53	\$2,365,000.00	7,267.36	\$32,945.39

B. For Mileage Operated by Road making this Report (Trackage Rights
excluded), the Operations of Which are Included in the
Income Account—Page 31.

NAME OF ROAD—	Capital Stock	Funded Debt	Total	AMOUNT PER MILE OF LINE	
				Miles	Amount
Chicago & North-Western Railway Co. and Proprietary Companies whose operations are embraced in Income Account—page 31....	\$73,118,480.53	\$162,310,500.00	\$235,428,980.53	7,267.36	\$32,945.39
St. Paul Eastern Grand Trunk Ry	1,100,000.00	1,120,000.00	2,220,000.00	60.02	36,968.00
Grand total.....	\$74,218,480.53	\$163,430,500.00	\$237,648,980.53	7,327.38	\$32,433.00

(Page 27.) COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM—	Expenditures During Year			Total Cost to June 30, 1902	Total Cost to June 30, 1903	Cost Per Mile
	Included in Operating Expenses	Not Included in Operating Expenses				
		Charged to Income Account as Permanent Improvements	Charged to Construction or Equipment			
CONSTRUCTION:						
Engineering	\$1,005.18	\$21,869.23	\$39,126.48			
Right of way and station grounds	226,866	354,123.68	274,422.56			
Grading	22,803.60	368,519.82	402,380.40			
Tunnels		13,945.09	26.12			
Bridges, trestles, and culverts	80,484.59	412,075.21	257,612.16			
Ties	782.53	84,122.06	189,997.80			
Rails	279,675.95	240,777.61	416,381.52			
Track fastenings	18,911.30	80,101.65	108,070.66			
Flags and switches		38,162.83	5,669.07			
Ballast	103,351.59	238,695.28	41,851.84			
Track laying and surfacing	1,646.70	171,446.13	38,734.97			
Fencing right of way	3,240.28	24,311.78	29,685.92			
Crossings, cattle guards, and signs	787.23	65,961.95	1,130.13			
Interlocking or signal apparatus	2,857.38	178,130.47	5,048.65			
Telegraph lines	87.33	446.25	1,393.81			
Station buildings and fixtures		519,311.68	61,844.44			
Shops, roundhouse, and turntables		279,533.70	3,947.80			
Shop machinery and tools		114,987.31	3,380.94			
Water stations		216,347.93	10,369.14			
Fuel stations		145,423.44	8,002.53			
Grain elevators	20,098.72					
Storage warehouses		518,415.90	115,940.49			
Docks and wharves						
Electric light plants						
Electric motive power plants		38,148.36	3,864.10			
Gas-making plants		29,687.48	25,439.86			
Miscellaneous structures		104,787.31	26,954.09			
Elevating tracks, City of Chicago						
Legal expenses						
Depressing tracks, City of Milwaukee		30,813.53	21,924.41			
Interest and discount			25,181.54			
Constructed road added during the year			23,136,782.73			
General expenses	2,606.28	14,910.65	51,249.50			
Total construction	\$488,134.47	\$4,838,555.28	\$25,219,172.46			

Details cannot be given.

(Page 29.) COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.
Continued.

ITEM—	Expenditures During Year.			Total Cost to June 30, 1902	Total Cost to June 30, 1903	Cost Per Mile
	Included in Operating Expenses	Not Included in Operating Expenses.	Charged to Income Account as Permanent Improvements			
EQUIPMENT:						
Locomotives	\$8,418.88	\$470,975.88	\$235,554.25			
Passenger cars	46,784.23	185,717.91	193,531.57			
Sleeping, parlor, and dining cars		64,178.16	23,429.43			
Baggage, express, and postal cars			54,856.38			
Freight cars						
Freight cars of all classes						
Other cars						
Floating equipment	250,022.28		2,246,556.76			
Total equipment						
Total construction—page 27	\$303,224.78	\$970,872.50	\$2,728,928.49			
Grand total cost construction, equipment, etc	488,184.47	4,353,643.36	25,219,172.46			
Less written off to credit of cost of road	\$791,359.25	\$5,018,417.76	\$27,948,100.95	\$193,688,355.07	\$221,636,456.02	
Total cost of road and equipment					132,000.00	
Total cost construction, equipment, etc.					\$221,504,456.02	\$30,479.36
State of Minnesota—proportional	\$70,812.64	\$448,612.89	\$2,500,860.02	\$17,381,677.15	\$19,820,725.50	\$30,479.36

Does the absence of any entry under the heading "Included in Operating Expenses" (page 27 or 29) mean that no expenditures for permanent improvements or betterments have been charged to operating expense accounts? Yes.

Do the amounts entered under the heading "Included in Operating Expenses" (page 27 or 29) cover all expenditures for permanent improvements or betterments charged to operating expense accounts? Yes.

(Page 31.)

INCOME ACCOUNT.

For Roads Making Operating Reports.

Gross earnings from operation—page 35.....	\$50,737,228.97	
Less operating expenses—page 46.....	32,255,000.46	
Income from operation		\$18,532,168.51
Dividends on stocks owned—page 37.....	\$1,517,960 00	
Interest on bonds owned—page 39.....	10,308.75	
Miscellaneous income—less expenses—page 41.....	110,976.23	
Income from other sources		1,639,274.98
Total income		\$20,171,443.49
DEDUCTIONS FROM INCOME—		
Interest on funded debt accrued—page 23.....	\$7,554,756.23	
Rents paid for lease of road—page 47, A.....	87,646.16	
Taxes—page 79, A.....	1,886,494.62	
Permanent improvements—page 29.....	5,018,417.76	
Other deductions	215,697.80	
Total deductions from income.....		14,658,012.57
Net income		5,513,430.92
Dividends, 7 per cent, common stock—page 17.....	\$8,080,414.00	
Dividends, 7 per cent, preferred stock—page 17.....	1,791,600.00	
Total		4,852,014.00
Surplus from operations of year ending June 30, 1903..		\$661,416.92
Surplus on June 30, 1902 (from general balance sheet, 1902 report)		10,111,048.62
Surplus on June 30, 1903 (for entry on general balance sheet, page 51)		\$10,772,465.54

(Page 30.)

EXPLANATORY REMARKS.

"Other Deductions" per page 31 are as follows:		
Sinking fund		\$225,000.00
Interest paid in advance of maturity on bond taken up and funded		5,315.66
		\$230,315.66
Less guaranteed interest of St. P. E. G. T. Ry. Bonds refunded		14,617.86
		\$215,697.80

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

(Page 35.)

ITEM—	Gross Earnings from Business Originating and Terminating in State of Minnesota	Deductions Account of Repayments Etc.	Actual Earnings	Gross Earnings from Interstate Business Accruing to State of Minnesota Mileage Basis	Deductions Account of Repayments Etc.	Actual Earnings	Total Gross Earnings, Including Local and Interstate Business Accruing to State of Minnesota
PASSENGER—							
Passenger revenue	\$470,088.04			\$220,985.04			\$690,973.08
Less repayments—							
Tickets redeemed		\$3,674.27			\$1,660.59		5,344.86
Excess fares refunded		28,107.68			13,255.86		41,363.57
Other repayments							
Total deductions		\$32,781.95			\$14,916.45		47,698.43
Total passenger revenue			\$437,256.09			\$426,021.16	\$443,277.25
Mail			* 61,016.84				61,916.84
Express			* 66,992.80				66,992.80
Extra baggage and storage	\$9,825.93		9,825.93	\$4,623.12		4,623.12	13,949.05
Other items	1,560.15		1,560.15				1,560.15
Total passenger earnings			\$577,651.91			\$210,844.28	\$787,696.19
FREIGHT—							
Freight revenue	\$408,459.28			\$1,685,143.56			\$3,153,602.04
Less repayments—							
Overcharge to shippers		\$11,407.81			\$31,800.24		43,208.06
Other repayments		319.45			2,176.08		2,495.51
Total deductions		\$11,727.24			\$33,976.32		45,703.56
Total freight revenue			\$456,132.04			\$1,651,167.04	\$2,107,899.08
Other items	\$4,139.31	\$24.00	\$460,641.35			\$3,909.31	\$2,111,909.39
Total freight earnings			\$1,087,603.26			\$1,655,111.32	\$2,869,504.56
OTHER EARNINGS FROM OPERATION—							
Total passenger and freight earnings							
Hire of equipment—bal. (Prop. of \$15,395.97.)							
Telegraph Companies							
Rents from tracks, yards, and terminals—page 41	\$943.52		\$943.52			1,587.98	1,587.98
Rents not otherwise provided for	3,675.10	\$6.33	3,681.43			3,681.43	3,681.43
Other sources	251.25		251.25			251.25	251.25
Total other earnings			\$4,461.94			1,587.98	\$6,049.47
Total gross earnings from operation—Minnesota			\$1,042,454.50			\$1,655,340.25	\$2,906,904.05
Total gross earnings from operation—Entire line							\$3,775,228.97

*We are unable to divide earnings from mail and express business between state and interstate.

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STOCKS OWNED JUNE 30th. 1903.

A. Railway Stocks.

NAME—	Total Par Value.	Rate, Per Ct.	Income or Dividend Received.	Valuation.
Stocks of Other Companies—				
Common stock C. St. P., M. & O. Ry. Co..	\$9,320,000.00	6	\$559,200.00	.....
Preferred stock C. St. P., M. & O. Ry. Co..	9,380,000.00	7	376,600.00	.....
Common stock Chicago, Iowa & Dakota Railway Co.	234,800.00			.....
Preferred stock Chicago, Iowa & Dakota Railway Co.	126,700.00			.....
Stock of St. Paul E. G. T. Ry. Co.	1,099,300.00			.....
Stock of Peoria & Pekin Union Ry. Co.	125,000.00	4	5,000.00	.....
Stock of Chicago Union Transfer Ry. Co.	80,000.00			.....
Albany Railroad Bridge Co.	1,100.00		110.00	.....
Stocks of C. & N. W. Railway Co. and of Proprietary Companies—				
Common stock and scrip C. & N. W. Ry. Co.	2,333,688.05			.....
Pfd. stock and scrip C. & N. W. Ry. Co.	3,834.58			.....
Stock of Princeton & Western Ry. Co.	2,500.00			.....
Stock of Winona & St. Peter R. R. Co.	2,300,000.00			.....
Stock of Florence County Ry. Co.	2,500.00			.....
Stock of Chicago Northern Ry. Co.	10,000.00			.....
Stock of DePue, Ladd & Eastern Ry. Co.	30,000.00			.....
Total	\$21,049,422.61		\$940,210.00	

B. Other Stocks.

Stocks of Other Companies—				
Stock of Sioux City Bridge Co.	\$472,900.00		\$94,580.00	.....
Stock of Mo. Valley & Blair Ry. & Br. Co.	1,930,000.00		482,500.00	.....
Stock of Superior Coal Co.	900,000.00			.....
Stocks of Proprietary Companies—				
Stock of Western Town Lot Co.	25,000.00			.....
Stock of Pioneer Townsite Co.	25,000.00			.....
Stock of Consolidation Coal Co.	15,000.00			.....
Total	\$3,367,900.00		577,080.00	
Grand total—A and B	\$24,417,322.61		\$1,517,990.00	

6 REPORT RAILROAD AND WAREHOUSE COMMISSION.

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BONDS OWNED JUNE 30th 1903.

A. Railway Bonds.

NAME—	Total Par Value	Rate Per Ct.	Income or Interest Received.	Valuation.
Bonds of other companies:—				
Escanaba, Iron Mt. & West'n Ry. 1st mtgs.	\$1,350,000 00	.....	.....	.....
St Paul Eastern Gr. Trunk Ry.....	152,000 00	.....	.....	.....
Chicago, Iowa & Dakota Ry.....	246,000 00	4	\$9,840.00	.....
Peoria & Pekin Union Ry. debenture bonds	62,500 00	.....	*468 75	.....
Bonds of C. & N. W. Ry.				
C. & N. W. Ry. Co. 25 yr. debentures of 1909.	10,000.00	.....	.....	.....
M. L. S. & W. Ry. ext. and imp. s. f. mtgs.	40,000.00	.....	.....	.....
C. & N. W. Ry. gen'l mtge. gold of 1907	4,018,000.00	.....	.....	.....
Southern Iowa first mortgage.....	431,000 00	.....	.....	.....
C. & N. W. Ry. s. f. bonds of 1879 6 per ct..	55,000 00	.....	.....	.....
C. & N. W. Ry. s. f. bonds of 1879 5 per ct..	78,000.00	.....	.....	.....
Total.....	\$6,440,500.00	.....	\$10,308.75	.....

*Amount of interest received above the amount of accrued interest paid when these bonds were acquired.

CHICAGO & NORTH-WESTERN RAILWAY COMPANY.

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RENTALS RECEIVED.

Rents Received from Lease of Tracks, Yards, and Terminals.

Designation of Property	Situation of Property	Company Using Property	Totals
Tracks	Mo. Valley to Fremont.	F. E. & M. V. R. R. Co....	\$24,237.36
Tracks	Onalaska to Marshland.	Green Bay & West. Ry....	7,583.29
Tracks	DeKalb, Ill.	Chicago Great Western Ry...	180.00
Tracks	Zumbrota, Minn.	Chicago Great Western Ry...	796.18
Tracks	Council Bluffs, Ia.	C., B. & Q. Ry. Co.	189.40
Tracks	Council Bluffs, Ia.	C., B. & Q. Ry. Co.	189.40
Tracks	Milwaukee, Wis.	C., M. & St. P. Ry. Co.	450.00
Tracks	Cedar Rapids, Ia.	C., M. & St. P. Ry. Co.	69.48
Tracks	Menominee, Mich.	C., M. & St. P. Ry. Co.	16.80
Tracks	Winona, Minn.	C., M. & St. P. Ry. Co.	47.34
Tracks	Chicago, Ill.	Wisconsin Central Lines....	8,796.57
Tracks	Ashland Mine, Mich.	Wisconsin Central Lines....	145.80
Tracks	Ishpeming, Mich., and sundry tracks to mines	L. S. & Ishpeming Ry.	2,398.08
Tracks	Marquette Co., Mich.	D., S. S. & A. Ry. Co.	217.27
Tracks	Ladd to Seatonville, Ill.	L., I. & I. Ry. Co.	404.00
Tracks	Larch to Escanaba, Mich.	M., St. P. & S. S. M. Ry.	389.88
Tracks	Belle Fourche, S. D.	Wyo. & Missouri Riv. R. R.	194.38
Tracks	Superior, Neb., to Kan- sas State Line.	C., K. & West. R. R. Co.	1,938.78
Sidings	Ashland, Wis.	Northern Pacific Ry. Co.	23.63
Total			\$48,267.64
Bridge	Over Mississippi river at Clinton, Ia.	C., B. & Q. Ry. Co.	\$20,000.00
Terminals	Sioux City, Ia.	C., St. P., M. & O. Ry. Co.	\$955.42
Terminals	Missouri Valley, Ia.	F., E. & M. V. R. R. Co.	2,701.86
Total			\$3,657.28
Grand total			\$71,924.92

MISCELLANEOUS INCOME.

ITEM.	Gross Income.	Less Expenses.	Net Miscellaneous Income.
Interest on notes, call loans, discounts on accounts payable, &c.	\$112,664.12	\$1,687.89	\$110,976.23
Total	\$112,664.12	\$1,687.89	\$110,976.23

6 REPORT RAILROAD AND WAREHOUSE COMMISSION.

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OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

Repairs of roadway	\$3,537,390.28
Renewals of rails	392,707.15
Renewals of ties	806,010.17
Repairs and renewals of bridges and culverts	733,496.76
Repairs and renewals of fences, road crossings, signs, and cattle guards	204,322.95
Repairs and renewals of buildings and fixtures	695,816.85
Repairs and renewals of docks and wharves	36,801.69
Repairs and renewals of telegraph	21,637.79
Stationery and printing	8,817.28
Other expenses	2,527.10
Total	\$6,239,528.02

MAINTENANCE OF EQUIPMENT.

Superintendence	\$180,999.47
Repairs and renewals of locomotives	1,931,333.86
Repairs and renewals of passenger cars	634,084.40
Repairs and renewals of freight cars	2,011,221.34
Repairs and renewals of work cars	61,111.92
Repairs and renewals of marine equipment	2,461.19
Repairs and renewals of shop machinery and tools	153,441.74
Stationery and printing	12,978.30
Other expenses	185,538.58
Total	\$5,173,175.80

CONDUCTING TRANSPORTATION.

Superintendence	\$380,590.04
Engine and roundhouse men	3,830,149.09
Fuel for locomotives	4,437,876.22
Water supply for locomotives	191,626.30
Oil, tallow, and waste for locomotives	145,005.60
Other Supplies for Locomotives	78,813.86
Train service	2,645,370.31
Train supplies and expenses	450,027.45
Switchmen, Flagmen, and Watchmen	1,431,778.53
Telegraph expenses	592,562.86
Station service	2,459,514.39
Station supplies	245,248.50
Switching Charges—Balance	331,763.15
Car Mileage—Balance	490,366.68
Loss and Damage	351,712.26
Injuries to Persons	608,156.24
Clearing Wrecks	57,144.74
Operating marine equipment	3,653.73
Advertising	210,866.77
Outside agencies	506,174.31
Commissions	147,364.52
Rents for tracks, yards, and terminals—page 47.	127,315.16
Rents of buildings and other property	23,434.10
Stationery and printing	200,945.40
Other expenses	19,828.24
Total	\$19,966,287.45

GENERAL EXPENSES.

Salaries of general officers	\$156,101.03
Salaries of clerks and attendants	298,533.29
General office expenses and supplies	98,347.78
Insurance	9,757.68
Law expenses	154,747.23
Stationery and printing (general offices)	37,062.07
Other expenses	121,520.11
Total	\$876,069.19

RECAPITULATION OF EXPENSES.

Maintenance of way and structures	\$6,239,528.02
Maintenance of equipment	5,173,175.80
Conducting transportation	19,966,287.45
General expenses	876,069.19

Grand total	\$32,255,080.46
Percentage of expenses to earnings—entire line	63.51

OPERATING EXPENSES—STATE OF MINNESOTA (PROPORTIONAL ON TRAIN MILEAGE BASIS).

Maintenance of way and structures	\$409,260.24
Maintenance of equipment	339,316.51
Conducting transportation	1,309,619.50
General expenses	57,462.73
Total	\$2,115,659.02
Percentage of proportional expenses to actual earnings—Minnesota....	72.81

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RENTALS PAID.

A. Rents Paid for Lease of Road.

NAME OF ROAD—	Interest on Bonds Guaranteed.	Dividends on Stock Guaranteed.	Cash	
St. Paul Eastern Grand Trunk Railway.....	\$37,646 16	\$37,646 16
Total rents, A.....	\$37,646 16	\$37,646 16

B. Rents Paid for Lease of Tracks, Yards, and Terminals.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Total
Tracks	Sidings at Lindwern, Wis.	Chicago, Milwaukee & St. Paul Railway Co.	\$750.00
Tracks	Sidings at Menominee, Mich.	Chicago, Milwaukee & St. Paul Railway Co.	10,513.25
Tracks	Sidings and Spurs at Oshkosh.	Oshkosh Transportation Company	42.00
Tracks	Sidings at Ashland Mine, Mich.	Wisconsin Central Lines	16.82
Tracks	Sidings at McMillan, Wis.	Wisconsin Central Lines	1,421.20
Tracks	Sidings at Elroy, Wis.	Chicago, St. Paul, Minneapolis & Omaha Ry.	2,686.20
Tracks	Sidings at Marquette	D., S. & A. Ry. Co.	580.52
Tracks	Ispenhning to Ladd, Ills.	L. I. & I. R. Co.	12,295.82
Tracks	Churchhill to Ladd, Ills.	C., St. P., M. & O. Ry.	\$28,466.91
Tracks	Paid F. E. & M. V. R. Co., account tracks Blair to Omaha, Neb. ....	.....	12,000.00
Bridges	Bridge over Mississippi River at Clinton, Iowa	Albany Railroad Bridge Co.	4,083.33
Terminals	U. P. Transfer Station at Council Bluffs and terminal tracks	Union Pacific Railroad Co.	58,514.08
Terminals	U. P. Bridge over Missouri River and terminals at Omaha and South Omaha. ....	.....	450.68
Terminals	Elmore, Minn., depot and terminals.	Chicago, St. Paul, Minneapolis & Omaha Railway Co.	1,350.26
Terminals	Ashland, Wis., depot and terminals.	Chicago, St. Paul, Minneapolis & Omaha Railway Co.	22,500.00
Terminals	Peoria, Ill., depot and terminals	Peoria & Pekin Union Railway Co.	\$86,848.35
		Total rents for tracks, yards and terminals.....	\$127,315.16

COMPARATIVE GENERAL BALANCE SHEET.

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JUNE 30, 1902		JUNE 30, 1903		YEAR ENDING JUNE 30, 1903	
Total		Total		Increase	
Item	Total	Item	Total	Increase	Decrease
ASSETS—					
\$159,398.481.89	Cost of road—page 27	✓	\$221,504,456.02	\$27,816,100.95	
84,289,893.08	Cost of equipment—page 29		18,529,326.61		\$1,026,186.00
14,555,512.61	Stocks owned—page 37		4,888,650.00		148,500.00
5,037,150.00	Bonds owned—page 39				
	Other permanent investments				
65,000.00	Cost of property consolidation Coal Co. and Western Town Lot Co. and Pioneer Town Site Co.		85,000.00		
2,300,000.00	W. & St. P. R. R. Land Grant		2,300,000.00		
	Lands owned				
13,235,000.00	Bonds of F. E. & M. V. and Wy. Cent. Rys. deposited with trustees as a security for a like amount of bonds issued by C. & N. W. Ry. Co.		12,841,184.35	4,311,741.94	13,285,000.00
8,129,442.41	Cash and current assets—page 23				
	Other Assets—				
	Equipment trusts				
2,391,161.18	Materials and supplies		3,787,891.13	1,376,729.95	
10,192,079.54	Sinking fund, trustees of		7,780,069.54		2,532,010.00
989,000.93	Sundries		748,132.14		240,868.79
	Profit and loss—page 31 (or 33)				
\$250,582,701.74	Grand total		\$266,804,709.79	\$16,222,008.05	

6 REPORT RAILROAD AND WAREHOUSE COMMISSION.

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IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

1. The line, Evan to Marshall, Minn., 45.82 miles was completed and opened for business during the year.

2. No decrease in mileage by line abandoned or straightened.

3. Additional sidings and yard facilities have been provided and new buildings and bridges of a more permanent character erected at various places in Minnesota.

4. No leases taken or surrendered in Minnesota.

5. On July 16, 1902, the line of the Minnesota & Western Railway Co. (proprietary), from Evan to Marshall, 45.82 miles in Minnesota was purchased by this company.

6. The following changes have been made in the capital stock during the year:

Increase—	
Chicago & North-Western Ry. Co. stock and scrip.....	\$9,226,110
Chicago Northern Ry. Co. stock	10,000
DePue, Ladd & Eastern Ry. Co. stock	30,000
	<hr/>
	\$9,266,110
Decrease—	
Minnesota Western Ry. Co. stock	5,000
Net increase	<hr/>
	\$9,261,110

7. The following changes have been made in the Bonded Debt during the year:

Bonds Issued and Assumed—	
F. E. & M. V. R. R. Consolidated	\$7,725,000
C. & N. W. Ry. Gen'l Mortgage Gold of 1987.....	7,297,000
	<hr/>
	15,022,000
Bonds Retired and Cancelled—	
C. & N. W. Ry. General Consolidated Gold	7,296,000
C. & N. W. Ry. 5 per cent sinking fund of 1879.....	1,000
	<hr/>
	7,297,000
Net increase	<hr/>
	7,725,000

8. Changes during the year in "Stocks Owned" are as follows:

Increase in Stocks Owned—	
Chicago, Iowa & Dakota Ry. Co. stock	\$3,900
DePue, Ladd & Eastern Ry. Co. stock	30,000
Chicago Northern Ry. Co. stock.....	10,000
	<hr/>
	\$43,900
Decrease in Stocks Owned—	
Fremont, Elkhorn & Mo. Valley R. R. Co. stock....	\$36,940,000
Minnesota Western Ry. Co. stock	5,000
	<hr/>
	\$36,945,000
Net decrease	<hr/>
	\$36,901,100

Changes during the year on "Bonds Owned" are as follows:

Increase in Bonds Owned—		
Peoria & Pekin Union Ry. debentures	\$62,500	
C. & N. W. Ry. 6 per cent sinking fund bonds of 1879.	55,000	
C. & N. W. Ry. 5 per cent sinking fund bonds of 1879..	76,000	
		<u>\$193,500</u>
Decrease in Bonds Owned—		
Princeton & Northwestern Ry. 1st mortgage.....	160,000	
C. & N. W. Ry. Gen'l mortgage gold of 1987.....	182,000	
		<u>342,000</u>
Net decrease		<u>\$148,500</u>

Sinking Fund accounts have changed during the year as follows:

Decrease—		
Account of sinking fund on general consolidated gold bonds written off the books after maturity of the bonds		\$2,951,000
Increase—		
Account sinking fund installments paid	\$225,000	
Account accretions to sinking funds	193,990	
		<u>418,990</u>
Net decrease		<u>\$2,532,010</u>

On February 10, 1903, the authorized capital stock of the Chicago & North-Western Railway Company was increased by an amount of Common Stock sufficient to make the aggregate capital stock of the company \$100,000,000. Of this authorized increase \$9,226,110 of common stock and scrip has been issued.

The Fremont, Elkhorn and Missouri Valley Railroad having been purchased by this company, the \$13,235,000 F. E. & M. V. R. R. First Mortgage Bonds, deposited with Trustees as security for a like amount of C. & N. W. Ry bonds issued, are no longer shown on the Balance Sheet as an asset.

6 REPORT RAILROAD AND WAREHOUSE COMMISSION.

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing Contracts, Agreements, Arrangements, etc., with other Companies or persons, concerning the Transportation of Freight or Passengers. Give the statement in the following order, viz: 1. Express Companies. 2. Mails. 3. Sleeping, Parlor, or Dining Car Companies. 4. Freight or Transportation Companies or Lines. 5. Other Railroad Companies. 6. Steamboat or Steamship Companies. 7. Telegraph Companies. 8. Telephone Companies. 9. Other Contracts.

1. Express Companies:

By an agreement with American Express Company, of date April 1, 1901, to be in force to March 31, 1906, the C. & N. W. Ry. Co. agrees to transport the freight of the Express Co. over all lines operated by the Railway Company, aggregating 5,316.29 miles, for a monthly minimum payment of \$50,504.75, the maximum payment being based upon the amount of business done over this company's lines.

2. The company transports mails over any route on its lines when ordered by the U. S. Post Office Department. The company receives such compensation for its services as is from time to time fixed.

3. Sleeping, Parlor and Dining Cars:

Sleeping cars are owned by the Pullman Company, and are run on this company's lines. The car company maintains the cars and fixes and collects the charges from passengers for accommodations in same. For the use of the cars the C. & N. W. Ry. Co. pays a mileage. It also keeps the outside of the cars cleaned; keeps the journals packed and lubricated, and furnishes links, pins, fuel, lights, etc.

Parlor or dining cars are not run on this company's lines in Minnesota.

4. Freight or Transportation Companies or Lines:

The cars of all Transportation Companies are allowed to run over this company's lines, paying the regular rates and receiving mileage, and their freight having no preference over other freight of like class.

5. Other Railroad Companies.

With C., St. P., M. & O. Ry. Co. providing for joint running arrangements between Chicago and St. Paul and division of earnings upon a pro rata per mile.

With C., St. P., M. & O. Ry. Co. providing for joint use of certain facilities at Elmore, Minnesota.

With C. M. & St. P. Ry. Co., by which that company acquires the joint use with C. & N. W. Ry. Co., of certain sidings in Winona, Minn.

6. Steamboat or Steamship Companies:

This company has no contracts with Steamboat or Steamship Companies.

7. Telegraph Companies:

By contract with the Western Union Telegraph Company all lines of road operated by this company are afforded telegraph facilities. This company having certain wires or rights to their use for the business of the railway company. Commercial business being done by the Telegraph Company.

8. Telephone Companies:

The company has along the line of its road for its private use in the conduct of its business numerous telephones owned by various telephone companies. For the use of these the company pays a rental.

SECURITY FOR FUNDED DEBT—Page 23.

CLASS OF BOND OR OBLIGATION	What Road Mortgaged	Miles	Amount of Mortgage Per Mile of Road
Milwaukee & Madison Ry. first mortgage.	Milwaukee, Wis., to Madison, Wis.	82.00	\$19,512.20
Chicago & Tomah R. R., first mortgage.	Galesburg, Ill., to Woodman, Wis.		
Chicago, Milwaukee & North-Western Ry., first mtg.	Montfort, Wis., to Madison, Wis.		
	Ipswich, Wis., to Waterville, Wis.		
	Lancaster Junction, Wis., to Lancaster, Wis.		
Menominee River R. R., first mortgage.	Lancaster, Mich., to Quinnesec, Mich.	151.76	15,010.54
Menominee River Ext., first mortgage.	Quinnesec, Mich., to Wisconsin State Line	24.71	16,137.77
Des Moines & Minn. R. R., first mortgage.	Des Moines, Ia., to Jewell Junction, Ia.	6.37	25,117.74
Ottumwa, Cedar Falls & St. J. Ry., first mortgage.	Belle Plaine, Ia., to Muchakinock, Ia.	57.34	10,463.00
Cedar Rapids & Mo. River R. R., of 1884.	Cedar Rapids, Ia., to Des Moines River	54.00	25,000.00
Northern Illinois Ry., first mortgage.	Belvidere, Ill., to Spring Valley, Ill.	122.00	6,303.38
Madison Extension, first mortgage.	Madison, Wis., to Winona Junction, Wis.	75.73	19,826.10
Menominee Extension, first mortgage.	Green Bay, Wis., to Escanaba, Mich.	129.10	24,389.60
C. & N.-W. Ry. consolidated sinking fund currency.	Chicago, Ill., to Green Bay, Wis.	114.10	23,637.16
	Escanaba, Mich., to Negaunee, Mich., including branches to mines		
	Chicago, Ill., to Clinton, Ia.		
	Chicago, Ill., to Freeport, Ill.		
	Belvidere, Ill., to Madison, Wis.		
	Elgin, Ill., to Richmond, Ill.		
	Rockford, Ill., to Kenosha, Wis.		
Cedar Rapids & Mo. River R. R., 3d division, 1st mtg.	Des Moines River to Missouri River opposite Omaha	788.22	16,279.72
North-Western Union Ry., first mortgage.	Milwaukee, Wis., to Fond du Lac, Wis.	149.60	16,588.23
M., L. S. & W. Ry., consolidated first mortgage.	Lake Shore Junction, Wis., to Michigan State Line	62.63	55,883.76
	Monico Junction, Wis., to North, toward Hurley		
	Hortonville, Wis., to Oshkosh, Wis.		
	Eland Junction, Wis., to Wausau, Wis.		
	Two Rivers Junction, Wis., to Two Rivers, Wis.		
	Antigo, Wis., to Malcolm, Wis.		
Wisconsin Northern Ry., first mortgage.	Northern Junction, Wis., to End of Track (Laona)	412.85	12,110.04
C. & N.-W. Ry. 4 per cent. extension of 1886.	Issued on pledge of collateral bonds, which are secured by first mortgages (maturing same date as this mortgage) in line as follows:	61.03	7,208.57
	Mapleton, Ia., to Onawa, Ia.		
	Lake City, Ia., to Wall Lake, Ia.		
	Columbia, S. D., to Onkes, N. D.		
	Redfield, S. D., to Gettysburg, S. D.		
	Doland, S. D., to Groton, S. D.		
	Janesville, Wis., to Evansville, Wis.		
	Kingsley, Ia., to Moville, Ia.		
	Cedar Rapids, Ia., to Cut Off.		

Iron River, Mich., to Watersmeet, Mich.			
Lake Geneva, Wis., to Williams Bay, Wis.			
Ishtabena, Mich., to Michigamme and branches.			
Mayfair, Ill., to North Evanston, Ill.			
Crystal Falls, Mich., to Hemlock Mine, Mich.			
Nebraska State Line to Casper, Wyo.			
And on pledge of \$10,675,000 of consolidated 6 per cent. bonds of the Fremont, Elkhorn & Missouri Valley R. R., deposited as collateral with trustee. (See next class) ..	447.75	17,771.08	
Fremont, Elkhorn & Missouri Valley R. R. consolidated 6 per cent. bonds			
Omaha to Arlington			
Fremont to Hastings			
Linwood to Kansas State Line (beyond Superior) ..			
Platte River Junction, near Irvington, to Lincoln. (So. Omaha, Inc. connections to U. S. Yards and to Omaha). ..			
Fremont to Deadwood, S. D.			
Junction, near Scribner, to Oakdale (via Albion).			
Norfolk Junction, Neb., to Bonesteel, S. D.			
Iakota Junction, Neb., to Wyoming State Line.			
Buffalo Gap, S. D., to Hot Springs, S. D.			
Whitewood, S. D., to Belle Fourche, S. D.			
Gayville, S. D., to Central City, S. D.			
Narrow Gauge above Deadwood, including branches to mines			
(\$10,675,000 of these bonds are on deposit as collateral to secure C. & N. W. Ry. Co. 4 per cent. extension bonds of 1886)	1,242.39	14,810.10	
Wall Lake, Ia., to Dennison, Ia.			
Boyer, Ia., to Mondakinn, Ia.	86.10	16,724.74	
Burt, Ia., to Vesta, Minn.	119.10	16,986.56	
Mankato, Minn., to New Ulm, Minn.	25.58	16,262.70	
Tyler, Minn., to Astoria, S. D.	32.20	16,897.51	
Belle Plaine, Ia., to Fox Lake, Minn.	194.16	20,086.52	
Princeton, Wis., and branches to quarries, to Marshfield, Wis.			
Peoria, Ill., to Nelson, Ill.	100.42	20,912.28	
Stark, Ia., to End of Track beyond Buxton, Ia.	85.00	25,000.00	
Wausau, Wis., to Marshfield, Wis.	21.55	20,000.00	
State Line to Montreal River.	40.00	10,000.00	
Watersmeet branch and branches to mines.			
Montreal River to Ashland, including docks.	81.89	15,642.94	
Secured by extension and improvement sinking fund mtg.	39.62	25,289.77	
	693.04	629.11	
Boyer Valley Ry., first mortgage			
Minnesota & Iowa Ry., first mortgage			
Mankato & New Ulm Ry., first mortgage			
Minnesota & Southern Iowa Ry., first mortgage			
Iowa, Minnesota & Northwestern Ry., first mortgage			
Princeton & Northwestern Ry., first mortgage			
Peoria & Northwestern Ry., first mortgage			
Southern Iowa Ry., first mortgage			
M., L. S. & W. Ry., Marshfield extension			
M., L. S. & W. Ry., first mortgage			
M., L. S. & W. Ry., Michigan division, first mortgage ..			
M., L. S. & W. Ry., Ashland division, first mortgage ..			
M., L. S. & W. Ry., debentures			

SECURITY FOR FUNDED DEBT—Continued.

CLASS OF BOND OR OBLIGATION—	What Road Mortgaged	Miles	Amount of Mortgage Per Mile of Road
M., L. S. & W. Ry., extension and improvement sinking fund mortgage	Lake Shore Junction, Wis., to Michigan State Line State Line to Montreal River		
	Montreal River to Ashland, Wis.		
	Monico Junction, Wis., to Hurley, Wis.		
	Manitowoc, Wis., to Two Rivers, Wis.		
	Hortonville, Wis., to Oshkosh, Wis.		
	Eland Junction, Wis., to Wausau, Wis.		
	Wolf River branch		
	Wolf and Wisconsin River branches		
	Ontonagon River branches		
	Hurley & Pence branches		
	Branches to mines		
	Spurs to Mills		
C. & N.-W. Ry., sinking fund of 1879, 6 per cent.	Issued on pledge of collateral bonds which are secured on first mortgages (maturing same date as this mortgage) on line as follows:	693.04	6,042.94
C. & N.-W. Ry., sinking fund of 1879, 5 per cent.			
	Tracy, Minn., to Dakota State Line		
	Eyota, Minn., to Chatfield, Minn.		
	Stanwood, Ia., to Tipton, Ia.		
	Michigan State Line near Spread Eagle, to Wisconsin State Line near Stager		
	Sheboygan, Wis., to Princeton, Wis.		
	Janesville, Wis., to Afton, Wis.		
	Carroll, Ia., to Kirkman, Ia.		
	Manning, Ia., to Audubon, Ia.		
	Wisconsin State Line to Iron River, Mich.		
	Stager, Mich., to Crystal Falls, Mich.		
	Branches to mines		
	Trempealeau, Wis., to Galesville, Wis.		
	Sycamore, Ill., to Cortland, Ill.		
	Tama, Ia., to Elmore, Ia.		
	Eagle Grove, Ia., to Hawarden, Ia.		
	Minnesota State Line near Elkton, to Pierre, S. D.		
	Brookings, S. D., to Wankton, S. D.		
	Centerville, S. D., to Yankton, S. D.		
	Ordway, S. D., to Columbia, S. D.		
	Huron, S. D., to Ordway, S. D.	1,041.50	12,218.91
C. & N.-W. Ry., 25-year debentures of 1909			
C. & N.-W. Ry., 50-year debentures of 1933			
C. & N.-W. Ry., 30-year debentures of 1921			
M., L. S. & W. Ry., income bonds			

C. & N. W. Ry., general mortgage, gold, of 1987.....	Second mortgage upon all road owned by this company at date of the mortgage in 1897, subject to all prior mortgages.	6,015.73	4,895.79
Dakota Central Ry., first mortgage (W. & St. P. R. R. connection)	Watertown, S. D., to Redfield, S. D.	71.00	15,000.00
Dakota Central Ry., first mortgage (Southeastern division)	Iroquois, S. D., to Hawarden, Ia.	125.49	15,937.46
W. & St. P. R. R., second (now first) mortgage.	Winona, Minn., to St. Peter, Minn.	139.00	11,453.23
Rochester & No. Minnesota Ry., first mortgage.	Rochester, Minn., to Zumbrota, Minn.	24.48	8,169.93
Plainview R. R., first mortgage.	Eyota, Minn., Plainview, Minn.	15.01	6,662.22
Minnesota Valley Ry., first mortgage.	Sleepy Eye, Minn., to Redwood Falls, Minn.	24.40	6,147.54
Winona & St. Peter R. R., extension, first mortgage.	St. Peter, Minn., to Watertown, S. D.	183.98	23,051.42
Sloux City & Pacific R. R., first mortgage, gold.	Missouri Valley, Ia., to Sloux City, Ia.		
	Noville, Ia., to Sargents Bluff, Ia.		
	California Junction, Ia., to Fremont, Neb.	127.42	31,392.25
Sloux City & Pacific R. R., preferred stock mortgage.	Missouri Valley, Ia., to California Junction, Ia.	5.84	16,523.97

6 REPORT RAILROAD AND WAREHOUSE COMMISSION.

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EMPLOYEES AND SALARIES—STATE OF MINNESOTA.

CLASS—	Number	Total No. of Days Worked.	Total Yearly Compensation	Average Daily Compensation.
General officers	2	318	8,225.00	\$10.30
Other officers	6	1,878	7,030.82	3.74
General office clerks	100	30,045	64,168.05	2.14
Station agents	191	43,194	65,442.94	1.52
Other station men	97	29,422	110,881.37	3.77
Enginemen	111	33,491	77,093.63	2.30
Firemen	68	19,406	68,778.87	3.54
Conductors	182	50,706	110,570.41	2.18
Other trainmen	57	20,345	48,175.28	2.37
Machinists	135	24,727	55,107.60	2.23
Carpenters	323	102,977	165,961.26	1.61
Other shopmen	85	27,544	51,988.45	1.39
Section foremen	694	123,322	175,137.11	1.42
Other trackmen	49	16,902	38,463.89	2.28
Switchmen, flagmen, and watchmen	57	17,215	36,271.36	2.11
Telegraph operators and dispatchers				
Employees—account floating equipment				
All other employees and laborers	148	32,865	69,662.71	2.12
Total (Including "General Officers")				
Minnesota	2,313	574,355	1,147,959.75	2.00
Less "General Officers"				
Total (excluding "General Officers")—				
Minnesota	2,313	574,355	1,147,958.75	2.00
Distribution of Above—				
General administration	1,056	205,954	347,438.09	1.69
Maintenance of way and structures	177	57,905	128,804.57	2.22
Maintenance of equipment	1,080	310,496	671,716.09	2.16
Conducting transportation				
Total (Including "General Officers")—				
Minnesota	2,313	574,355	1,147,058.75	2.00
Less "General Officers"				
Total (excluding "General Officers")—				
Minnesota	2,313	574,355	1,147,958.75	2.00
Total (Including "General Officers")—				
Entire Line	35,954	9,821,001	20,777,284.81	2.12

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TRAFFIC AND MILEAGE STATISTICS—STATE OF MINNESOTA.

ITEM—	Column for No. Passen- gers, Tonnage, Car Mileage, No. Cars, etc.	Columns for Revenue and Rates.
		Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue....	733,758	
Number of passengers carried one mile.....	26,234,390	
Number of passengers carried one mile per mile of road	40,674	
Average distance carried, miles.....	35.511	
Total passenger revenue—Page 35.....		\$643,277.25
Average amount received from each passenger.....		87.076
Average receipts per passenger per mile.....		02.452
Total passenger earnings—Page 35.....		787,696.19
Passenger earnings per mile of road.....		1,221.25
Passenger earnings per train mile.....		78.363
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue— Page 63.....	1,628,680	
Number of tons carried one mile.....	227,002,386	
Number of tons carried one mile per mile of road....	352,877	
Average distance haul of one ton, miles.....	140	
Total freight revenue—Page 35.....		2,107,896.08
Average amount received for each ton of freight.....		1.29 425
Average receipts per ton per mile.....		00.926
Total freight earnings—Page 35.....		2,111,806.39
Freight earnings per mile of road.....		3,274.17
Freight earnings per train mile.....		1.84.680
TOTAL TRAFFIC—		
Gross earnings from operation—Page 35.....		2,905,904.05
Gross earnings from operation per mile of road.....		4,305.19
Gross earnings from operation per train mile.....		1.45.842
Operating expenses—Page 45, proportional train mile- age basis.....		2,115,659.02
Operating expenses per mile of road.....		3,280.14
Operating expenses per train mile.....		1.06.185
Income from operation—Page 31.....		790,145.03
Income from operation per mile of road.....		1,225.05
CAR MILEAGE, ETC.—		
Mileage of passenger cars.....	3,627,825	
Average number of passenger cars per train mile.....	3.61	
Average number of passengers per train mile.....	26	
Mileage of loaded freight cars—North or East.....	8,002,923	
Mileage of loaded freight cars—South or West.....	8,462,857	
Mileage of empty freight cars—North or East.....	3,625,473	
Mileage of empty freight cars—South or West.....	3,584,117	
Average number of freight cars per train mile.....	20.70	
Average number of loaded cars per train mile.....	14.40	
Average number of empty cars per train mile.....	6.30	
Average number of tons of freight per train mile.....	199.04	
Average number of tons of freight per loaded car mile.	13.82	
Average mileage operated during year.....	644.99	
	Miles	Miles
TRAIN MILEAGE—		
Mileage of revenue passenger trains.....		848,932
Mileage of locomotives employed in "helping" passen- ger trains.....	540	
Percentage of "helping" to revenue train mileage, .00063 per cent.....		
Mileage of revenue mixed trains.....		156,248
Mileage of revenue freight trains.....		967,246
Mileage of locomotives employed in "helping" mixed and freight trains.....	199,921	
Percentage of "helping" to revenue train mileage, .17395 per cent.....		
Total revenue train mileage.....		1,992,426
Mileage of nonrevenue trains.....		219,826

6 REPORT RAILROAD AND WAREHOUSE COMMISSION.

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TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE.

ITEM—	Column for No. Passen- gers, Tonnage, Car Mileage, No. Cars, etc.	Columns for Revenue and Rates.
		Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue....	20,258,553	.....
Number of passengers carried one mile.....	602,794,276	.....
Number of passengers carried one mile per mile of road.....	93,856	.....
Average distance carried, miles.....	29.755	.....
Total passenger revenue—Page 35.....		\$12,176,147.13
Average amount received from each passenger.....		.60 104
Average receipts per passenger per mile.....		.02 020
Total passenger earnings—Page 35.....		14,537,989.52
Passenger earnings per mile of road.....		2,251.53.974
Passenger earnings per train mile.....		93.998
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue— Page 63.....	30,498,440	.....
Number of tons carried one mile.....	4,042,788,311	.....
Number of tons carried one mile per mile of road.....	626,118	.....
Average distance haul of one ton, miles.....	133	.....
Total freight revenue—Page 35.....		35,944,222.13
Average amount received for each ton of freight.....		1.17.855
Average receipts per ton per mile.....		.00.889
Total freight earnings—Page 35.....		36,066,087.57
Freight earnings per mile of road.....		5.585.64.972
Freight earnings per train mile.....		2.22.686
TOTAL TRAFFIC—		
Gross earnings from operation—Page 35.....		50,787,228.97
Gross earnings from operation per mile of road.....		7.865.56.247
Gross earnings from operation per train mile.....		1.67.193
Operating expenses—Page 45.....		32,258,080.46
Operating expenses per mile of road.....		4.996.43.287
Operating expenses per train mile.....		1.06.185
Income from operation—Page 31.....		18,532,168.51
Income from operation per mile of road.....		2.870.12.959
CAR MILEAGE, ETC.—		
Mileage of passenger cars.....	71,724,136	.....
Average number of passenger cars per train mile.....	4.64	.....
Average number of passengers per train mile.....	39	.....
Mileage of loaded freight cars—North or East.....	136,468,544	.....
Mileage of loaded freight cars—South or West.....	144,081,580	.....
Mileage of empty freight cars—North or East.....	80,849,732	.....
Mileage of empty freight cars—South or West.....	57,109,122	.....
Average number of freight cars per train mile.....	24.60	.....
Average number of loaded cars per train mile.....	17.32	.....
Average number of empty cars per train mile.....	7.28 - Cars	.....
Average number of tons of freight per train mile.....	249.62	.....
Average number of tons of freight per loaded car mile.....	14.41	.....
Average mileage operated during year.....	6,456.91	.....
TRAIN MILEAGE—		
Mileage of revenue passenger trains.....	Miles	Miles
Mileage of locomotives employed in "helping" passen- ger trains.....	5,940	14,180,381
Percentage of "helping" to revenue train mileage, .00038 per cent.....		.....
Mileage of revenue mixed trains.....		1,285,806
Mileage of revenue freight trains.....		14,910,019
Mileage of locomotives employed in "helping" mixed and freight trains.....	1,065,350	.....
Percentage of "helping" to revenue train mileage, .06516 per cent.....		.....
Total revenue train mileage.....		30,376,266
Mileage of nonrevenue trains.....		3,065,028

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FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

COMMODITY—	Freight Originating on this Road Tons	Freight Received from Con- necting Roads and Other Carriers Tons	Total Freight Tonnage	
			Whole Tons	Per Ct.
Products of Agriculture—				
Grain	354,217	7,598	361,815	44.32
Flour	46,806	1,039	47,845	5.86
Other mill products.....	3,936	856	4,792	.56
Hay	1,840	33	1,873	.23
Tobacco	1		1	....
Cotton				
Fruit and vegetables.....	23,880	2,421	26,301	3.22
Products of Animals—				
Live stock	50,887	1,274	52,161	6.39
Dressed meats	11	22	33	....
Other packing-house products.....	59	4	63	.01
Poultry, game and fish.....	970	2,107	3,077	.38
Wool	165	16	181	.02
Hides and leather.....	666		666	.08
Products of Mines—				
Anthracite coal	40	5,957	5,997	.73
Bituminous coal	781	36,483	37,264	4.56
Coke		338	338	.04
Ores				
Stone, sand and other like articles.....	34,466	3,483	37,949	4.65
Products of Forest—				
Lumber	35,662	55,037	90,699	11.11
Manufactures—				
Petroleum and other oils.....	46	5,948	5,994	.74
Sugar	12	360	372	.05
Naval stores	15	15	30	....
Iron, pig and bloom.....	3,170	284	3,454	.42
Iron and steel rails.....				
Other castings and machinery.....	1,429	1,619	3,048	.37
Bar and sheet metal.....	147	270	417	.05
Cement, brick and lime.....	15,246	6,443	21,689	2.66
Agricultural implements	1,520	2,685	4,205	.52
Wagons, carriages, tools, etc.....	1,231	948	2,179	.27
Wines, liquors and beers.....	4,086	1,560	5,646	.69
Household goods and furniture.....	8,968	2,076	11,044	1.35
Merchandise	46,949	19,671	66,620	8.16
Miscellaneous; other commodities not men- tioned above	11,861	8,829	20,690	2.53
Total tonnage—Minnesota	649,067	167,376	816,443	100.00
Total tonnage—Entire line.....	26,291,898	4,206,542	30,498,440	100.00

6 REPORT RAILROAD AND WAREHOUSE COMMISSION.

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DESCRIPTION OF EQUIPMENT.

ITEM.	No. Added During Year.	Total No. at End of Year	Equipment Fitted With Train Brake		Equipment Fitted with Automatic Coupler	
			No.	Name	No.	Name
Locomotives—Owned and leased						
Passenger.....	1	252	252	Westinghouse.....	252	Chicago.
Freight.....	168	754	752	Westinghouse.....	752	Chicago.
Switching.....	*3	230	230	Westinghouse.....	230	Chicago.
Total locomotives in service.	169	1,236	1,234		1,234	
Total locomotives owned.....	166	1,236	1,234		1,234	
Cars—Owned and leased—						
In Passenger Service—						
First-class cars.....	73	614	614	Westinghouse.....	614	Chicago.
Second-class cars.....	9	48	48	Westinghouse.....	48	Chicago.
Combination cars.....	6	142	142	Westinghouse.....	142	Chicago.
Emigrant cars.....						
Dining cars.....	2	14	14	Westinghouse.....	14	Chicago.
Parlor cars.....	4	32	32	Westinghouse.....	32	Chicago.
Sleeping cars.....						
Baggage, express and postal cars.....	25	244	244	Westinghouse.....	244	Chicago.
Other cars in passenger serv- ice.....						
Total	119	1,094	1,094		1,094	
In Freight Service.—						
Box cars.....	3,577	26,876	26,872	Westinghouse.....	26,876	Chicago.
Flat cars.....	385	4,538	2,815	Westinghouse.....	4,538	Chicago.
Stock cars.....	690	4,075	3,774	Westinghouse.....	4,075	Chicago.
Coal cars.....	2,400	8,894	7,061	Westinghouse.....	8,894	Chicago.
Tank cars.....						
Refrigerator cars.....	293	1,188	1,183	Westinghouse.....	1,188	Chicago.
Other cars in freight service.	158	4,556	4,556	Westinghouse.....	4,556	Chicago.
Total	7,503	50,127	42,801		50,127	
In Company's Service—						
Officers' and pay cars.....	1	6	6	Westinghouse.....	6	Chicago.
Gaavel cars.....		254	250	Westinghouse.....	254	Chicago.
Derrick cars.....	2	24	24	Westinghouse.....	24	Chicago.
Caboose cars.....	65	667	108	Westinghouse.....	667	Chicago.
Other road cars.....	10	64		Westinghouse.....	64	Chicago.
Rotary steam snow plows.....	1	4		Westinghouse.....	4	Chicago.
Total	79	1,019	388		1,019	
Total cars in service.....	7,701	52,240	44,283		52,240	
Total cars owned.....	7,701	52,240	44,283		52,240	

*Credit.

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MILEAGE.
Mileage of Road Operated (All Tracks).

LINE IN USE—	Line Represented by Capital Stock		Line of Proprietary Companies	Line Operated Under Lease	Line Operated Under Contract Etc.	Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs							Iron	Steel
Miles of single track	3,041.08	4,206.97	19.31	.....	60.12	38.25	7,365.63	1,435.37	169.06	7,155.30
Miles of second track	710.28	35.50	.....	.....	51.12	8.07	804.97	42.91	.....	798.90
Miles of third track .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of fourth track .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of yard track and sidings	+ 2,356.10	.....	1.97	.....	8.65	12.17	2,378.89	268.47	451.53	1,914.86
Total Mileage Operated (all tracks)	* 6,107.46	* 4,242.47	21.28	.....	119.79	58.49	10,549.49	1,741.75	620.91	9,870.09

B. Mileage of Line Operated by States and Territories (Single Track).

State or Territory—	400.21	276.74	3.25	.....	.....	4.82	685.02	6.06	.....	690.20
Illinois	933.85	728.06	16.08	.....	60.02	.....	1,738.91	.....	19.20	1,739.71
Wisconsin	220.08	301.11	.....	.....	.....	.....	521.19	.....	45.13	476.03
Michigan	313.12	1,198.65	.....	.....	.....	3.07	1,554.84	4.82	13.18	1,539.59
Iowa	277.09	373.27	.....	.....	.....	.....	650.30	.....	4.46	645.84
Minnesota	209.11	739.25	.....	.....	.....	.....	949.36	197.43	97.62	850.74
South Dakota .....	.....	14.28	.....	.....	.....	.....	14.28	.....	.....	14.28
North Dakota .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nebraska	497.20	574.09	.....	.....	.....	30.36	1,102.27	1,093.61	2.46	1,069.45
Wyoming	130.46	.....	.....	.....	.....	.....	130.46	130.46	.....	130.46
Total mileage operated (single Track)	* 3,041.08	* 4,206.97	19.31	.....	.....	38.25	7,365.63	1,435.37	182.06	7,145.83

*Line represented by capital stock of C. & N.W. Ry. Co. ||New line constructed and added during year.
+ Includes sidings on branches represented by capital stock.

MILEAGE—Continued.
C. Mileage of Line Owned by States and Territories (Single Track).

STATE OR TERRITORY—	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year.	RAILS	
	Main Line	Branches and Spurs			Iron	Steel
Illinois	400.21	276.74	676.95	.....	.....	676.95
Wisconsin	953.85	738.96	1 692.81	.....	17.95	1 694.88
Michigan	220.08	301.11	521.19	.....	45.13	476.06
Iowa	353.12	1 198.65	1 551.77	.....	13.18	1 538.59
Minnesota	277.03	373.27	650.30	45.82	4.46	645.84
South Dakota	208.11	739.25	947.36	197.43	97.62	850.74
North Dakota .....	.....	14.28	14.28	.....	.....	14.28
Nebraska	497.22	574.69	1 071.91	1 044.96	2.46	1 069.45
Wyoming	130.46	.....	130.46	130.46	.....	130.46
Total mileage owned (single track)	* 3 041.06	* 4 206.97	7 248.06	1 418.67	180.80	7 067.25

*Line represented by capital stock of C. & N. W. Ry. Co.

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MILEAGE—STATE OF MINNESOTA.

Mileage of Road Operated (All Tracks).

LINE IN USE—	Line Represented by Capital Stock		Line of Proprietary Companies	Line Operated Under Lease	Line Operated Under Contract, Trackage Rights, Etc.	Total Mileage Operated	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs						Iron	Steel
Miles of single track.....	277.03	373.27	.....	.....	.....	650.30	.....	4.46	645.84
Miles of yard track and sidings.....	+ 116.73	.....	.....	.....	.....	116.73	5.67	53.25	63.48
Total mileage operated (all tracks).....	* 393.76	* 373.27	.....	.....	.....	767.03	5.67	57.71	709.32

B. Mileage of Line Operated by States and Territories (Single Track).

State of Minnesota.....	277.03	373.27	.....	.....	.....	650.30	.....	4.46	645.84
Total mileage operated (single track)...	* 277.03	* 373.27	.....	.....	.....	650.30	.....	4.46	645.84

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OF MINNESOTA—	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs			Iron	Steel
Minnesota	277.03	373.27	650.30	45.82	4.46	645.84
Total mileage owned (single track).....	* 277.03	* 373.27	650.30	|| 45.82	4.46	645.84

*Line represented by capital stock of C. & N.W. Ry. Co. ||New line constructed and added during year.
 †Includes sidings on "Branches and Spurs" represented by capital stock.

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RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind	Tons	Weight Per Yard. Pounds	Av. Price Per Ton at Distribut'g Point. Dollars	Kind	Number	Av. Price at Dis- tributing Point. Cents
Steel.....	.12	80	28.83	Oak.....	19,517	.544
.....	1,406.85	72	29.65	Other.....	84,712	.36
.....	.76	60	28.62			
Total steel	1,406.73	.....	29.65	Total.....	104,229	.395

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES—	Coal, Tons, Bitumi- nous	Wood, Cords, Soft	Total Fuel Consumed, Tons	Miles Run	Average Pounds Consumed Per Mile
Passenger	27,865	632	28,061	774,670	72.45
Freight	80,325	535	80,592	1,262,816	127.64
Switching	15,730	182	15,821	550,549	57.47
Construction	4,593	49	4,618	114,124	80.98
Total	128,543	1,098	129,092	2,702,159	95.55
Average cost at distributing point.	\$1.7829	\$2.7514	.....	.....	.....

(Page 71.) ACCIDENTS TO PERSONS—STATE OF MINNESOTA.
A. Accidents Resulting from the Movement of Trains, Locomotives or Cars.

EMPLOYEES														
KIND OF ACCIDENT	Trainmen		Switchmen, Flagmen and Watchmen		Station Men		Shop Men		Trackmen		Other Employees		Total	
	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd
Coupling or uncoupling														
Collisions	1	8		2								1	2	10
Derailments	2	2	1	2									6	6
Parting of trains		6											6	6
Locomotives or cars breaking down		1											1	1
Falling from trains, locomotives, or cars	1	8		1						1		2	1	12
Jumping on or off trains, locomotives, or cars		9		2										11
Struck by trains, locomotives, or cars		2	1							2	1	2	2	6
Overhead obstructions	1	1		6								3	1	2
Other causes	18	6											27	27
Total	2	55	2	13						8	1	9	5	80
KIND OF ACCIDENT	PASSENGERS		OTHER PERSONS						SUMMARY		Total			
			Trespassing		Not Trespassing		Total							
	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd		
Collisions	2												5	80
Derailments	3	17											3	22
Parting of trains	2												4	6
Locomotives or cars breaking down														
Falling from trains, locomotives, or cars														
Jumping on or off trains, locomotives, or cars				1										
Struck by trains, locomotives, or cars														
At highway crossings					1	3								
At stations														
At other points along track			1	3	1									
Other causes	1													
Total	3	22	3	2	1	3		4	5	Total			12	107

ACCIDENT TO PERSONS—STATE OF MINNESOTA—Continued.

KIND OF ACCIDENT	PASSENGERS		OTHER PERSONS						SUMMARY		Total	
			Trespassing		Not Trespassing		Total					
	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd
Handling traffic		5		1							5	5
Handling tools, machinery, etc.											1	1
Handling supplies, etc.						8					8	8
Getting on or off locomotives or cars at rest								13			13	13
Other causes												
Total		5		1		8		13			27	27

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

(Page 73.)

WORKING DIVISIONS OR BRANCHES			ALIGNMENT			PROFILE						
From	To	Miles	Num-ber of Curves	Agg-ate Length of Curved Line Miles	Length of Straight Line Miles	Length of Level Line Miles	Ascending Grades			Descending Grades		
							No.	Sum of Ascents Feet	Aggregate Length of Ascending Grades Miles	No.	Sum of Descents Feet	Aggregate Length of Descending Grades Miles
Belle Plaine.....	Sanborn.....	100.37	39	9.81	90.56	34.32	45	522.0	25.59	63	683.0	40.46
Tama.....	Elmore.....	0.34			0.34	0.34						
Burt.....	Fox Lake.....	12.26	3	0.79	11.47	3.29	9	101.0	3.69	10	113.0	5.23
Belvidere.....	Winona.....	0.13			0.13	0.13						
Winona.....	Pierre.....	276.90	174	45.40	231.50	68.04	196	3 786.0	120.58	70	2 641.5	88.23
Chafield.....	Plainview.....	28.47	42	6.38	20.09	3.77	12	516.0	12.70	14	325.0	10.00
Rochester.....	Zumbrota.....	21.48	26	6.18	18.30	12.86	13	418.0	11.20	12	489.0	10.10
Mankato Junc.....	New Ulm (via Monkato).....	29.33	24	4.77	24.56	12.86	12	124.0	9.01	8	183.0	7.46
Sleepy Eye.....	Redwood Falls.....	24.40	8	0.97	23.43	8.40	19	142.0	9.00	15	124.0	7.00
Sanborn.....	Vesta.....	28.40	8	2.21	24.19	9.64	15	149.0	6.36	15	178.0	10.40
Tracy.....	Gettysburg.....	58.00	16	3.13	54.87	23.46	51	568.0	18.12	47	495.0	16.42
Tyler.....	Astoria.....	23.40	19	5.48	19.92	6.06	19	286.0	9.66	17	257.0	9.68
Evan.....	Marshall.....	45.82	7	1.79	44.03	14.99	44	359.0	20.02	36	213.0	10.31
Total.....		650.30	361	86.91	453.39	188.46	435	6,921.0	245.93	307	5,572.5	215.89

6 REPORT RAILROAD AND WAREHOUSE COMMISSION.

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CHARACTERISTICS OF ROAD—Continued—STATE OF MINNESOTA.

Bridges, Trestles, Tunnels, Etc.

ITEM.	Number	Aggregate Length Feet	Minimum Length Feet	Maximum Length Feet	ITEM	Number	Height of Lowest Above Surface of Rail Ft. In.
Bridges—					Overhead Highway Crossings—		
Stone.....	41	5,821.8	9	2,486.0	Bridges.....	4	13.0
Iron.....	20	1,507.0	3	150.0	Conduits.....	1	50.0
Wooden.....	3	334.0	64	206.0	Trestles.....	2	20.0
Combination.....					Total.....	7	
Total.....	64	7,660.8			Overhead Railway Crossings—		
					Bridges.....		
					Conduits.....		
					Trestles.....	2	13.0
					Total.....	2	
Trestles.....	376	52,694.0	8	1,524.8	Tunnels.....		
Tunnels.....							

Gauge of track, 4 feet 8½ inches. 650.30 miles.

TELEGRAPH.

A. Owned by Company Making This Report.

Miles of Line	Miles of Wire	Operated by This Co.		Operated by Another Company.		
		Miles of Line	Miles of Wire	Miles of Line	Miles of Wire	Name of Operating Co.
.....	† 105.00	.....	† 105.00	.....	.....	.....
.....	457.80	.....	353.50	.....	104.30	West. Union Tel. Co.

† Owned jointly by W. U. Tel. Co. and by C. & N-W. Ry. Co. ‡ For Company's business only

B. Owned by Another Company, but Located on Property of Road Making This Report.

Miles of Line	Miles of Wire	Name of Owner	Name of Operating Company
634.80	1,326.30	Western Union Telegraph Co.....	{ 421.80 C. & N-W. Ry. Co., for Co's business only.
.....	457.80	W. U. Tel. Co. & C. & N-W. Ry. Co. jointly	{ 904.50 Western Union Tel. Co.
			{ 333.50 C. & N-W. Ry. Co., for Co's business only.
			{ 104.30 W. U. Tel. Co. and by C. & N-W. Ry. Co., for Co's business only.

CHICAGO & NORTH-WESTERN RAILWAY COMPANY. 6

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CAR MILEAGE.

Car Mileage Paid or Allowed for Rolling Stock Not the Property of Railroads for the Year Ending June 30, 1903.

NAME OF OWNER—	Description	Rate, Cents	Amount
American Cotton Oil Co.	Tank	3-4	\$215.33
American Live Stock Transportation Co.	Stock	3-5	117.65
American Refrigerator Transit Co.	Refrigerator	3-4	1,939.74
American Tank Line	Tank	3-4	367.48
Anglo-American Refrigerator Car Co.	Refrigerator	1	
Anglo-American Refrigerator Car Co.	Tank	3-4	317.15
Armour Car Lines	Refrigerator	1	
Armour Car Lines	Tank	3-4	
Armour Car Lines	Box	3-5	53,952.97
Arms Palace Horse Car Co.	Stock	3-5	413.32
American Fast Freight Line	Tank	3-4	
American Fast Freight Line	Box	3-5	140.60
American Cereal Co. Despatch	Box	3-5	38.04
Arbuckle's Arlosa Despatch	Box	3-5	93.84
Abernathy Furniture Co.	Box	3-5	17.21
Bushnell, A. A., & Sons	Tank	3-4	7.02
Barrett & Barrett	Box	3-5	18.87
Burton Stock Car Co.	Stock	3-5	2,461.54
Booth, A., & Co.	Refrigerator	3-4	1,583.35
Britton, D. W.	Box	3-5	3.07
Barrett Mfg. Co.	Tank	3-4	1.66
Brill, J. G. & Co.	Flat	3-5	.25
Canfield Oil Co.	Tank	3-4	33.44
Cornplanters Refining Co.	Tank	3-4	7.09
Cedar Rapids Refrig. Express	Refrigerator	1	1,582.90
Chicago, N. Y., & Boston Refrig. Car Co.	Refrigerator	3-4	2,334.16
Crystal Car Lines	Tank	3-4	
Crystal Car Lines	Box	3-5	342.03
Chicago Refrig. Car Line	Refrigerator	3-4	.74
Cold Blast Transportation Co.	Refrigerator	1	696.28
Continental Fruit Express	Refrigerator	1	13,038.06
Craig Oil Co.	Tank	3-4	68.79
Creamery Package Mfg. Co.	Box	3-5	30.00
Crescent Tank Line	Tank	3-4	25.35
Crocker Chair Co.	Box	3-5	263.51
Crystal Oil Works	Tank	3-4	12.92
Cudahy-Milwaukee Refrig. Line	Refrigerator	1	6,869.43
Cudahy Refrig. Line	Tank	3-4	
Cudahy Refrig. Line	Refrigerator	1	
Cleveland Provision Co.	Box	3-5	47,963.69
Cleveland Provision Co.	Refrigerator	3-4	
Consumers Ice Co.	Box	3-5	72.77
Commerce Despatch Line	Box	3-5	.44
Chicago & Central Ohio Coal Co.	Box	3-5	12.49
Columbia Tank Line	Box	3-5	1.14
Case, J. I. Co.	Tank	3-4	14.42
Diamond Car Line	Box	3-5	30.30
Dold, J. Packing Co.	Tank	3-4	18.34
Dolese & Shepard	Refrigerator	1	45.98
Dairy Shippers Despatch	Gondola	3-5	49.11
Doud Stock Car Co.	Refrigerator	3-4	203.12
Empire Oil Works	Stock	3-5	83.56
Emblenton Refining Co.	Tank	3-4	86.23
Fox River Co.	Tank	3-4	11.89
Freedom Oil Works	Refrigerator	1	34.97
Fairmont Coal Co.	Tank	3-4	71.00
Germania Refining Co.	Box	3-5	41.89
Goodell Refrig. Car Co.	Tank	3-4	39.25
German-American Car Co.	Refrigerator	3-4	91.53
Gelser Mfg. Co.	Refrigerator	1	98.19
Hammond Refrig. Line	Box	3-5	9.44
Hammond Refrig. Line	Refrigerator	1	
Horlick's Food Co.	Box	3-5	1,427.27
Handy Car Equip. Co.	Box	3-5	117.63
Independent Refining Co.	Box	3-5	22.43
Iroquois Line	Tank	3-4	87.46
Jobbins Tank Line	Box	3-5	13.76
Kentucky Refining Co.	Tank	3-4	36.31
Kingen Refrig. Line	Tank	3-4	15.51
Kingman & Co.	Refrigerator	1	224.07
Krug Brewing Co.	Box	3-5	27.88
Kilbourn & Co.	Refrigerator	3-4	18.49
	Box	3-5	4.89

6 REPORT RAILROAD AND WAREHOUSE COMMISSION.

CAR MILEAGE—Continued.

NAME OF OWNER—	Description	Rate, Cents	Amount
Kansas City Refrig. Car Co.	Refrigerator	3-4	7.36
Libby, McNeill & Libby	Refrigerator	1	608.97
Lipton Car Line	Refrigerator	1	
Lipton Car Line	Tank	3-4	260.76
Live Poultry Transportation Co.	Poultry	3-5	756.94
Leonard & Ellis	Tank	3-4	30.74
Lewis Roofing Co.	Tank	3-4	6.84
Lake Carriers Oil Co.	Tank	3-4	7.44
Lott, G. C.	Tank	3-4	2.55
Louisville Cotton Oil Co.	Tank	3-4	1.51
Milwaukee Gas Light Co.	Tank	3-4	13.03
Midland Linseed Despatch	Tank	3-4	64.24
Mather Horse & Stock Car Co.	Stock	3-5	2,040.92
Matthieson & Hegeler Zinc Co.	Tank	3-4	140.65
Menasha Woodenware Co.	Box	3-5	2,881.81
Morris Refrigerator Line	Refrigerator	1	4,500.28
Montana Coal & Coke Co.	Box	3-5	14.07
Morrell Refrigerator Line	Refrigerator	1	14.08
Menasha Chair Co.	Box	3-5	13.57
National Cooperage & W. W. Co.	Box	3-5	301.17
National Rolling Stock Co.	Box	3-5	.94
North & South Rolling Stock Co.	Box	3-5	
North & South Rolling Stock Co.	Refrigerator	3-4	283.70
National Roofing Co.	Tank	3-4	1.11
National Oil Works	Tank	3-4	7.66
Omaha Packing Co.	Refrigerator	1	
Omaha Packing Co.	Tank	3-4	14,205.53
Overland Refrigerator Express	Refrigerator	3-4	26.88
Produce Shippers Despatch	Refrigerator	1	626.74
Paragon Refining Co.	Tank	3-4	108.19
Peerless Transit Co.	Tank	3-4	18.17
Penn. Refining Co.	Tank	3-4	163.38
Provision Dealers Despatch	Refrigerator	1	
Provision Dealers Despatch	Tank	3-4	1,178.49
Pittsburg Coal Co.	Box	3-5	7.57
Pittsburg & Buffalo Co.	Box	3-5	52.27
Pittsburg Oil Refining Co.	Tank	3-4	3.94
Proctor & Gamble	Tank	3-4	12.43
Rend, W. P.	Box	3-5	11.79
Richardson Bros.	Box	3-5	14.55
Rumley, M.	Box	3-5	8.53
Republic Oil Co.	Tank	3-4	265.01
St. Charles Refrigerator Despatch	Refrigerator	1	83.75
St. Louis Refrigerator Car Co.	Refrigerator	1	585.82
Shippers Refrigerator Car Co.	Refrigerator	3-4	3,847.80
So. Despatch Lumber Co.	Box	3-5	40.90
Street's Stable Car Line	Stock	3-5	21,314.37
Swift Refrigerator Line	Tank	3-4	
Swift Refrigerator Line	Refrigerator	1	26,858.39
Swift Refrigerator Line	Stock	3-5	
Swift Refrigerator Line	Refrigerator	3-4	23.25
Sioux City Brewing Co.	Tank	3-4	13.19
Shotter, S. P.	Box	3-5	18.73
Special Freight Despatch	Tank	3-4	15.59
Solway Process Co.	Refrigerator	3-4	33.51
Storz Brewing Co.	Tank	3-4	.58
Sterling Oil Works	Box	3-5	745.77
Two Rivers Mfg. Co.	Refrigerator	1	35,220.48
Union Refrigerator Transit Co.	Tank	3-4	16,697.30
Union Tank Line	Flat	3-5	48.68
Venice Transportation Co.	Box	3-5	15.15
Weaver Coal Co.	Refrigerator	1	1,746.96
Western Refrigerator Line	Refrigerator	1	1,717.87
Western Refrigerator Transit Co.	Tank	3-4	169.92
Wilburline Oil Works	Tank	3-4	.87
Waukegan Tank Line	Tank	3-4	58.08
Waverly Oil Co.	Tank	3-4	346.00
White Rock Mineral Springs	Tank	3-4	3.83
Warren Refining Co.	Box	3-5	13.88
Wadhams Oil & Grease Co.	Box	3-5	11.45
Wills Creek Coal Co.	Tank	3-4	117.90
Titusville Oil Works			
			\$275,968.91
Pullman Company			\$94,364.59

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TAXES AND ASSESSMENTS OF ALL KINDS.

A. For Reporting Company's Owned and Proprietary Lines.

STATE OR TERRITORY—	AD VALOREM TAX		SPECIFIC TAXES			On Prop- erty Owned not Used in Operation and Miscella- neous	Internal Revenue, U. S. Gov- ernment	Total
	On the Value of Real and Personal Property	On the Value of Stocks or Bonds, or on Valuation Based on Earn- ings, Dividends, or other Re- sults of Operation	On Stocks, Bonds, Loans, etc.	On Gross or Net Earn- ings, Reve- nue, or Dividends	On Traffic or Some Phys- ical Quality of Property Operated, or on Privilege			
Illinois.....	\$233,112.61			\$590,310.91		\$25,089.42		\$804,272.03
Wisconsin.....						13,847.23		598,256.14
Michigan.....				98,584.40		157.03		98,741.43
Iowa.....	\$25,052.43					813.77		\$25,866.20
Minnesota.....				104,594.62		1,960.75		106,555.37
South Dakota.....	75,294.75							75,294.75
North Dakota.....	1,631.30							1,631.30
Nebraska.....	55,298.38							55,298.38
Wyoming.....	3,466.82							3,466.82
New York.....	112.63							112.63
Total.....	\$743,993.92			\$783,449.93		\$41,988.20		\$1,568,387.05

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EXPLANATORY REMARKS.

Note—

Taxes charged during the year (page 38).....\$1,586,494.62

Taxes paid during year (page 85).....1,568,387.05

Difference.....

.....\$238,107.57

Made up as follows:

Michigan taxes entered but unpaid (being adjusted).....\$145,567.03

Proportion of yearly taxes entered in June, 1902, unpaid (Inc. \$250.00 C. I. & D. Ry. taxes).....154,803.23

\$300,379.86

Less—

Proportion of yearly taxes entered in June, 1902, unpaid July 1, 1902, (Inc. \$250.00 C. I. & D. taxes).....32,272.29

\$268,107.57

Chicago, St. Paul, Minneapolis & Omaha Railway Co.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Chicago, St. Paul, Minneapolis & Omaha Railway Company.

2. Date of organization? May 25th, 1880; by consolidation.

3. Under laws of what Government, State, or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Organized under laws of Wisconsin, by consolidation, for constituent companies. See answer to question No. 4.

Power to own and operate railroads in Minnesota, see Chapters 219, 228 and 362, Special Laws of Minnesota, 1881. Same power in Nebraska, Chapter 106, Laws of Nebraska, 1879. Same power in Iowa, Chapter 119, Laws of Iowa, 1882. Same power in South Dakota, Section 450, Dakota Code.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. This company was formed by the consolidation of the Chicago, St. Paul and Minneapolis and the North Wisconsin Railway Companies. The former was organized under Chapter 119, of the General Laws of Wisconsin, 1872, as amended by Chapter 144, General Laws 1877. The latter was organized under Chapter 73, Revised Statutes of Wisconsin, 1858.

5. Date and authority for each consolidation? May 25th, 1880, Chapter 260, Laws of Wisconsin, 1880, amending Section 1833, Chapter 87, Revised Statutes of Wisconsin, 1878.

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ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
F. W. Vanderbilt.....	New York, N. Y.....	June, 1904
Wm. K. Vanderbilt.....	New York, N. Y.....	June, 1904
Albert Keep	Lake Geneva, Wis.....	June, 1904
H. McK. Twombly.....	New York, N. Y.....	June, 1904
Marvin Hughitt	Chicago, Ill.	June, 1905
Byron L. Smith.....	Chicago, Ill.	June, 1905
Chauncey M. Depew.....	New York, N. Y.....	June, 1905
David P. Kimball.....	Boston, Mass.	June, 1905
Horace G. Burt.....	Omaha, Neb.	June, 1905
Martin L. Sykes.....	New York, N. Y.....	June, 1906
Thomas Wilson	St. Paul, Minn.....	June, 1906
John M. Whitman.....	Chicago, Ill.	June, 1906
John A. Humbird.....	St. Paul, Minn.....	June, 1906

Total number of stockholders at date of last election? 1045

Date of last meeting of stockholders for election of directors? June 6, 1903.

Give postoffice address of general office? St. Paul, Minn.

Give postoffice address of operating office? St. Paul, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed. Name, L. A. Robinson; title, Comptroller; address, St. Paul Minn.

7CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY

(Page 7.)

OFFICERS.

Title.	Name.	Location of Office.
President	Marvin Hughitt	Chicago, Ill.
First vice-pres. and asst. sec.	E. E. Osborn	New York, N. Y.
Second vice-president	James T. Clark	St. Paul, Minn.
Secretary	E. E. Woodman	Hudson, Wis.
Treasurer and 2nd asst. sec.	S. O. Howe	New York, N. Y.
Asst. treas. and 3rd asst. sec.	R. H. Williams	New York, N. Y.
General counsel	Thomas Wilson	St. Paul, Minn.
General attorney	Pierce Butler	St. Paul, Minn.
Comptroller	L. A. Robinson	St. Paul, Minn.
Auditor of expenditures....	W. H. Stennett	Chicago, Ill.
Local treasurer	C. P. Nash	St. Paul, Minn.
General manager	A. W. Trenholm	St. Paul, Minn.
Chief engineer	C. W. Johnson	St. Paul, Minn.
General superintendent	W. C. Winter	St. Paul, Minn.
Division superintendent....	Wm. Bennett	St. Paul, Minn.
Division superintendent....	L. F. Slaker	St. James, Minn.
Division superintendent....	S. G. Strickland	Omaha, Neb.
Purchasing agent	Isaac Seddon	St. Paul, Minn.
Superintendent of telegraph.	H. C. Hope	St. Paul, Minn.
General freight agent.....	H. M. Pearce.....	St. Paul, Minn.
Asst. general freight agent..	E. B. Ober	St. Paul, Minn.
General passenger agent....	T. W. Teasdale	St. Paul, Minn.
Asst. gen. passenger agent..	G. H. MacRea.....	St. Paul, Minn.
General baggage agent	E. F. Woode	St. Paul, Minn.
Car service agent.....	A. Drezmal	St. Paul, Minn.
General claim agent.....	E. L. Poole	St. Paul, Minn.
Land commissioner	G. W. Bell	Hudson, Wis.

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PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad, the Operations of which are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a. Main line.
 - b. Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon the earnings or other considerations.
5. Line operated under Trackage Rights.

NAME—	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
1. a Chicago, St. Paul, Minneapolis & Omaha Ry....	Minnesota state line	St. Paul	17.64	17.64
	St. Paul	Iowa state line	187.25	187.25
	Rice's Point	Duluth	2.60	2.60
	Stillwater Junction	Stillwater	3.30	3.30
	Stillwater, via So. Stillwater	Lake St. Croix drawbridge	4.55	4.55
	Lake Crystal	Elmore	43.43	43.43
	Bingham Lake	Currie	38.63	38.63
	Heron Lake	Pipestone	55.10	55.10
	Trent	South Dakota state line	42.53	42.53
	Luverne	Iowa state line	10.56	10.56
	Madelia	Fairmont	29.38	29.38
				434.97
5. Great Northern Ry.	St. Paul	Minneapolis	11.40	11.40
Minneapolis & St. Louis R. R.	Minneapolis	Merriam Junction	27.00	27.00
				38.40
Total				473.37

7 - REPORT RAILROAD AND WAREHOUSE COMMISSION.

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PROPERTY OPERATED.

NAME—	TERMINALS		Miles of Line for Each Class of Road Named
	From	To	
1. a Chicago, St. Paul, Minneapolis & Omaha Ry....	Elroy Nor. Wisconsin Junction... Eau Claire Superior Junction St. Paul Missouri River at Covington. St. Croix Draw Bridge. Stillwater Junction Hudson Merrillan Junction Ashland Junction Ashland Shore Line West Eau Claire Fairchild Menomonie Junction Menomonie Junction Lake Crystal Heron Lake Madella Bingham Lake Trent Luverne Coburn Emerson Wakfield Wayne Emerald	St. Paul Bayfield Spooner Duluth Le Mars Omaha Stillwater Switch Stillwater Ellsworth Marshfield Ashland Shaw's Mills Mondovi Menomonie City Cedar Falls Elmore Pipestone Fairmont Currie Mitchell Doon Newcastle Norfolk Hartington Bloomfield Weston	188.10 177.57 81.51 71.70 248.42 123.06 4.55 3.80 24.82 39.67 4.38 1.81 2.74 36.75 3.01 2.01 43.43 55.10 29.38 38.83 130.73 28.00 26.95 46.50 83.73 48.14 36.37
2. Chippewa Valley & Northwestern Ry..... Eau Claire, Chippewa Falls and Northeastern Ry.	Radisson Junction Chippewa Falls	Radisson Holcombe	1528.89 86.00 27.70
5. St. Louis River Bridge (Northern Pacific Ry.)... Great Northern Railway Minneapolis & St. Louis Railroad Illiaco Central Railroad Sioux City Bridge Co. Chicago & Northwestern Railway	West Superior St. Paul Minneapolis Le Mars Bridge across Missouri River and Tracks at Sioux City Sioux City	Rice's Point Minneapolis Merriman Junction Sioux City Sioux City Bridge Co.'s Track	1.59 11.40 27.00 25.20 8.90 50
Total mileage operated			1657.18

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY 7

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PROPERTY OPERATED—Continued.

Name of all Coal, Bridge, Canal, or other Properties, the Earnings and Expenses of which affect the General Balance Sheet—Pages 49 and 51.

Name	Title	State or Territory
Land grants.....	Owned	Wisconsin

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CAPITAL STOCK.

DESCRIPTION—	Number of Shares Authorized	Par Value of Shares	Total Par Value Authorized	Total Am't Issued and Outstanding	Divid. ends Declared During Year	
					Rate Per Cent	Amount
Capital stock—						
Common.....	\$300,000	\$100.00	\$30,000,000	21,408,238.33	6	\$1,113,300.00
Preferred.....	200,000	100.00	20,000,000	12,646,833.29	7	787,976.00
Total.....	\$500,000		\$50,000,000	34,055,126.62		\$1,901,276.00

MANNER OF PAYMENT FOR CAPITAL STOCK.

	Number of Shares Issued during year.	Cash Realized on Amount Issued during Year	Total No. Shares Issued and Outstanding.	Total Cash Realized.
Issued for cash, common.....			53,460	\$2,255,864.78
Issued for cash, preferred.....			20,466	2,068,833.00
Issued for construction, common.....				
Issued for construction, preferred.....				
Issued for reorganization, common.....			69,330	
Issued for reorganization, preferred.....			29,333	
*Issued for purchase, common.....			62,800	
*Issued for purchase, preferred.....			62,800	
Issued and on hand, common.....			28,443	
Issued and on hand, preferred.....			13,869	
Total.....			340,501	\$4,314,717.78

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EXPLANATORY REMARKS.

The Chicago, St. Paul and Minneapolis Ry. and the North Wisconsin Ry. Companies were consolidated May 25, 1880, under the title of the Chicago, St. Paul, Minneapolis and Omaha Ry. Co. The last company's stock was issued in exchange for the stock of the first named two companies at the rate of 1 1-3 shares of C., St. P., M. & O. Ry. Co.'s stock for one share of the other company's stock.

The capital stock of the two companies consolidated was as follows:

Chicago, St. Paul and Minneapolis Ry. Co., common.....	\$4,000,000
Chicago, St. Paul and Minneapolis Ry. Co., preferred.....	1,000,000
North Wisconsin Ry. Co., common.....	1,200,000
North Wisconsin Ry. Co., preferred.....	1,200,000

*The Chicago, St. Paul, Minneapolis and Omaha Ry. Co. purchased the St. Paul and Sioux City R. R., paying therefor by exchanging its stock for that of the latter company, share for share, as follows:

Common.....	\$6,280,000
Preferred.....	6,280,000

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FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

CLASS OF BOND OR OBLIGATION.	TIME		Amount of Authorized Issue	Amount Issued	Amount Outstanding	Cash Realized on Amount Issued	Rate Pr. Ct. Payable	INTEREST		
	Date of Issue	When Due						When Payable	Amt. Accrued During Year	Amount Paid During Year
First mortgage	1878	1918	\$3,000,000	\$3,000,000	\$1,901,000	*	6	May 1	\$115,285.00	\$114,270.00
First mortgage	1880	1930	800,000	800,000	701,000	*	6	Nov. 1	44,330.00	45,920.00
First Mortgage	1878	1908	125,000	125,000	125,000	*	8	Jan. 1	10,000.00	9,900.00
First mortgage	1879	1919	6,070,000	6,070,000	6,070,000	*	6	Jan. 1	364,200.00	365,730.00
First mortgage	1878	1908	334,800	334,800	334,800	*	7	Apr. 1	23,436.00	24,218.25
Consolidated mortgage	1880	1930	30,000,000	{ 9,701,625 4,978,375	9,701,625	\$9,908,000.08	6	June 1	890,280.01	894,401.68
First mortgage	1890	1915	400,000	{ 400,000 (2,000,000	400,000	1,835,000.00	5	Dec. 1	17,500.00	17,200.00
First mortgage	1895	1930	1,500,000	1,500,000	1,500,000	*	5	May 1	.....	.....
Total .....	.....	.....	\$42,229,800	\$28,999,800	\$27,801,800	\$11,743,000.08	.....	Mar. 1	.....	.....
Grand Total .....	.....	.....	\$42,229,800	\$28,999,800	\$27,801,800	\$11,743,000.08	.....	.....	\$1,474,011.01	\$1,471,639.93

*Assumed with road. Issued in exchange.

RECAPITULATION OF FUNDED DEBT.

(Page 23.)

CLASS OF DEBT—	Amount Issued	Amount Outstanding	INTEREST	
			Amount Accrued during Year	Amount Paid during Year
Mortgage bonds—Page 19	\$23,999,800.00	\$27,801,800.00	\$1,474,011.01	\$1,471,839.93
Miscellaneous obligations—page 19				
Income bonds—page 19				
Equipment trust obligations—page 21				
Total	\$23,999,800.00	\$27,801,800.00	\$1,474,011.01	\$1,471,839.93

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.	Current Liabilities Accrued to and Including June 30, 1903.	
Cash on deposit and on hand	Receiver's certificates	
Bills receivable	Loans and bills payable	\$985,824.98
Due from agents	Audited vouchers and accounts	437,276.85
Due from solvent companies and individuals	Wages and salaries	37,624.55
Net traffic balances due from other companies	Net traffic balances due to other companies	950,965.50
Other cash assets (excluding "Materials and Supplies")	Dividends not called for	79,223.50
	Matured interest coupons unpaid (Inc. coupons due July 1)	28,173.98
	Rents due July 1	499,223.75
	Miscellaneous	
Total—Cash and current assets	Total—Current liabilities	\$3,018,317.11
Balance—Current liabilities	Balance—Cash assets	
Total	Total	\$3,018,317.11

*Materials and supplies on hand, \$1,284,664.80.

(See General Balance Sheet—page 49.)

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RECAPITULATION.

A. For Mileage owned by Road making this Report.

ACCOUNT—	Total Amount Outstanding	APPORTIONMENT		AMOUNT PER MILE OF LINE	
		To Railroads	To Other Properties	Miles	Amount
Capital stock—page 17	\$34,050,126.62	\$34,050,126.62	.....	1,538.89	\$22,844.21
Bonds—page 19 ("Grand Total")	27,801,800.00	27,801,800.00	.....	1,538.89	18,243.97
Equipment trust obligations—page 21 .....	.....	.....	.....	.....	.....
Total	\$61,851,926.62	\$61,851,926.62	.....	1,538.89	\$40,588.18

B. For Mileage Operated by Road making this Report (Trackage Rights excluded), the Operations of Which are Included in the Income Account—Page 31.

NAME OF ROAD—	Capital Stock	Funded Debt	Total	AMOUNT PER MILE OF LINE	
				Miles	Amount
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.	\$34,050,126.62	\$27,801,800.00	\$61,851,926.62	1,538.89	\$40,588
Grand total	\$34,050,126.62	\$27,801,800.00	\$61,851,926.62	1,538.89	\$40,588

(Page 27.) COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM—	Expenditures During Year Not Included in Operating Expenses		Total Cost to June 30, 1902	Total Cost to June 30, 1903	Cost Per Mile
	Charged to Income Acc't as Permanent Improvements	Charged to Construction or Equip- ment			
CONSTRUCTION.					
Engineering		\$6,091.87			
Right of way and station grounds		79,974.18			
Real estate					
Grading		99,236.78			
Tunnels					
Bridges, trestles and culverts					
Ties		171,896.26			
Rails		20,472.61			
Track fastenings		27,435.67			
Frogs and switches		5,178.79			
Ballast		4,335.98			
Track laying and surfacing		18,848.84			
Fencing right of way		16,016.05			
Crossings, cattle guards, and signs					
Interlocking or signal apparatus		2,266.16			
Telegraph lines					
Station buildings and fixtures		7,102.29			
Shops, roundhouses, and turntables					
Shop machinery and tools					
Water stations					
Fuel stations					
Grain elevators					
Storage warehouses					
Docks and wharves					
Electric light plants					
Electric motor power plants					
Gas making plants					
Miscellaneous structures					
Legal expenses					
Interest and discount		165,000.00			
General expenses					
Total Construction		\$618,247.98			

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COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.
Continued.

ITEM—	Expenditures During Year Not Included in Operating Expenses		Total Cost to June 30, 1902	Total Cost to June 30, 1903	Cost Per Mile
	Charged to Income Acct as Permanent Improvements	Charged to Construction or Equip- ment			
EQUIPMENT:					
Locomotives		\$158,901.12			
Passenger cars		78,242.08			
Sleeping parlor and dining cars					
Baggage, express, and postal cars		10,808.93			
Combination cars		4,881.57			
Freight cars		785,791.86			
Other cars of all classes		7,656.08			
Floating equipment					
Total equipment		\$996,396.14			
Total construction—page 27		618,247.98			
Grand total cost construction, equipment, etc.....		\$1,614,584.12	\$57,477,243.20	\$59,091,827.41	\$38,776.86
Total cost construction, equipment, etc.—State of Minnesota Proportional on mileage basis				\$16,866,814.29	\$38,776.98

(Page 26.) EXPLANATORY REMARKS.

It is impossible to give the details of the cost to June 30, 1903.

(Page 31.)

INCOME ACCOUNT.

For Roads Making Operating Reports.

Gross Earnings from Operation—Page 35.....	\$12,111,314.54	
Less Operating Expenses—Page 45.....	7,605,863.82	
Income from operation.....		\$4,505,450.72
Dividends on stocks owned—page 37.....	\$96,517.50	
Interest on bonds owned—page 39.....	6,130.00	
Miscellaneous income—less expenses—page 41.....	127,531.36	
Income from other sources		\$230,178.86
Total income		\$4,735,629.58
Deductions from Income:		
Interest on funded debt accrued—page 23.....	\$1,474,011.01	
Taxes—page 79, A.....	446,398.46	
Total deductions from income		\$1,920,407.47
Net income		\$2,815,222.11
Dividends, 6 per cent, common stock—page 17.....	\$1,113,300.00	
Dividends, 7 per cent, preferred stock—page 17.....	787,976 00	
Total		1,901,276.00
Surplus from operations of year ending June 30, 1903..		
Surplus on June 30, 1902 (from "General Balance Sheet," 1902 report).....		\$913,946.11
		3,486,966.80
Deductions for year		\$600,000.00
Surplus on June 30, 1903 (For entry on "General Balance Sheet," page 51).....		\$3,800,912.91

(Page 35.) EARNINGS FROM OPERATION—STATE OF MINNESOTA.

ITEM.	Gross Earnings from Business Originating and Terminating in State of Minnesota	Deductions Account of Repayments, etc.	Actual Earnings	Gross Earnings from Interstate Business Divided on Straight Mileage Basis	Deductions Account of Repayments, etc.	Actual Earnings	Total Gross Earnings, Including Local and Interstate Business, According to State of Minnesota
PASSENGER:							
Passenger Revenue	\$890,585.69			\$464,828.57			
Less Repayments—							
Tickets Redeemed		\$2,452.32			\$4,430.30		
Excess Fares Refunded		1,529.48			2,185.75		
Other Repayments		1,894.17			1,650.38		
Total Deductions		\$5,875.97			\$8,266.43		
Total Passenger Revenue			\$874,709.72			\$456,552.16	\$1,131,291.88
Mail							81,950.59
Express							48,677.82
Extra Baggage and Storage							25,216.00
Other Items						1,389.79	1,389.79
Total Passenger Earnings			\$874,709.72			\$457,971.95	\$1,297,253.18
FREIGHT:							
Freight Revenue	\$1,463,951.05			\$1,615,431.80			
Less Repayments—							
Overcharge to shippers		\$36,679.55			\$5,505.01		
Other repayments		14,215.17			24,275.78		
Total Deductions		\$50,894.72			\$29,780.79		
Total Freight Revenue			\$1,413,056.33			\$1,585,651.01	\$3,003,707.34
Other Items			463.47			463.47	463.47
Total Freight Earnings			\$1,413,519.80			\$1,585,651.01	\$3,004,170.81
Total Passenger and Freight Earnings							\$4,297,996.99
OTHER EARNINGS FROM OPERATION:							
Switching Charges—Balance							
Car Mileage—Balance							
Rents from Tracks, Yards and Terminals							
Page 41							
Rents not otherwise provided for			\$35,229.80				\$35,229.80
Other sources							25,683.62
Total Other Earnings			\$35,229.80				\$35,229.80
Total Gross Earnings from Operation—Minnesota			\$4,333,219.60				\$4,333,219.60
Total Gross Earnings from Operation—Entire Line			\$4,333,219.60				\$4,333,219.60

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STOCKS OWNED.

A. Railway Stocks.

NAME—	Total Par Value.	Rate, Per Ct.	Income or Dividend Received.	Valuation.
St. Paul Union Depot Co's stock	\$100,000.00	4	\$1,987.50	} * \$209,700.00
Minn. Transfer Ry. Co's stock	7,000.00			
Lake Sup. Term. & Tfr. Ry. Co's stock	15,700.00			
Mpls. Eastern Ry. Co's stock	15,000.00			
Sioux City Bridge Co's stock	472,900.00	20	\$4,580.00	
Chipp. Valley & N-W. Ry. Co's stock	35,000.00			
Eau Claire, Chipp. F. & N-E. Ry. Co's stock	35,000.00			} 4,231,261.64
C. St. P. M. & O. Ry. Co's capital stock	4,231,261.64		Par Value	
Total	\$4,911,861.64		\$96,517.50	\$4,440,961.64

*These stocks are held by this company for the purpose of control and have no marketable value.

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BONDS OWNED.

A. Railway Bonds.

NAME—	Total Par Value	Rate Per Ct.	Income or Interest Received.	Valuation.
Minn. Trans. Ry., first mortgage bonds	\$113,000.00	5	\$5,650.00	\$113,000.00
Minn. Trans. Ry., first mortgage bonds	15,000.00	4	480.00	15,000.00
S. S. M. & S. W. Ry., first mortgage bonds	50,000.00			50,000.00
Sup. Short Line Ry., first mortgage bonds	1,500,000.00			1,500,000.00
C. St. P. M. & O. Ry., consol. m'tge bonds	159,000.00			159,000.00
Total	\$1,837,000.00		\$6,130.00	\$1,837,000.00

7 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 41.)

RENTALS RECEIVED.

Rents Received from Lease of Tracks, Yards, and Terminals.

	Situation of Property Leased	Name of Company Using Property Leased.	Item.	Total
Tracks	Blair to Omaha	C. & N.-W. Ry....	\$22,410.98	
Tracks	McBain to Stinson av- enue, Superior, Wis..	D., S. S. & A. Ry.	8,000.00	
Tracks	Sibley to Chestnut sts., St. Paul, Minn.	C., R. I. & P. Ry..	2,000.00	
Total.....				\$27,410.98
Terminals	Sioux City, Ia.	C. & N.-W. Ry....	\$1,559.28	
Terminals	Omaha, Neb.	Missouri Pac. Ry.	1,200.00	
Terminals	Elmore	C. & N.-W. Ry....	450.68	
Terminals	Elroy	C. & N.-W. Ry....	3,007.76	
Terminals	Mankato	C. & N.-W. Ry....	2,286.61	
Terminals	Ashland	C. & N.-W. Ry....	1,377.84	
Terminals	Ashland	Northern Pac. Ry.	124.84	
Terminals	Pipestone	C., R. I. & P. Ry..	172.51	
Terminals	Blue Earth	C. & N. W. Ry....	551.76	
Total.....				10,731.28
Grand total...				\$38,142.26

MISCELLANEOUS INCOME.

ITEM—	Gross Income	Less Expenses	Net Miscellaneous Income
Land grants (net proceeds of sales).....	\$115,075.90
Interest and exchange	12,455.46
Total.....	\$127,531.36

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY 7

(Page 43.)

OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

Repairs of roadway	\$904,916.98
Renewals of Rails	841,279.83
Renewals of Ties	194,561.63
Repairs and renewals of bridges and culverts	279,121.66
Repairs and renewals of fences, road crossings, signs, and cattle guards	41,848.08
Repairs and renewals of buildings and fixtures	293,117.08
Repairs and renewals of docks and wharves	1,631.57
Repairs and renewals of telegraph	14,222.86
Stationery and printing	984.74
Total	\$2,041,684.88

MAINTENANCE OF EQUIPMENT.

Superintendence	\$80,611.64
Repairs and renewals of locomotives	417,301.71
Repairs and renewals of passenger cars	128,145.89
Repairs and renewals of freight cars	351,557.43
Repairs and renewals of work cars	17,594.15
Repairs and renewals of shop machinery and tools	54,850.68
Stationery and printing	959.07
Other Expenses	40,449.96
Total	\$1,100,470.53

CONDUCTING TRANSPORTATION.

Superintendence	\$119,103.38
Engine and roundhouse men	748,585.05
Fuel for locomotives	1,220,728.84
Water supply for locomotives	46,076.10
Oil, tallow, and waste for locomotives	21,420.26
Other supplies for locomotives	14,388.42
Train service	517,359.16
Train supplies and expenses	103,132.00
Switchmen, flagmen, and watchmen	210,397.75
Telegraph expenses	145,224.95
Station service	486,021.35
Station supplies	55,075.72
Loss and damage	59,539.57
Injuries to Persons	79,410.20
Clearing wrecks	10,371.55
Advertising	21,843.21
Outside agencies	121,340.79
Commission	414.13
Stock yards and elevators	63,975.45
Rents for tracks, yards and terminals—page 47, B.	119,049.19
Rents of buildings and other property	12,603.13
Stationery and printing	60,324.96
Total	\$4,231,985.16

GENERAL EXPENSES.

Salaries of general officers	87,241.56
Salaries of clerks and attendants	72,382.90
General office expenses and supplies	15,417.33
Insurance	20,195.63
Law expenses	10,670.69
Stationery and printing (general offices)	11,189.40
Other Expenses	14,295.24
Total	\$231,392.75

RECAPITULATION OF EXPENSES.

Maintenance of way and structures	2,041,684.88
Maintenance of equipment	1,100,470.53
Conducting transportation	4,232,316.16
General expenses	231,392.75

Grand total **\$7,605,863.82**

Percentage of expenses to earnings—entire line 62.80

OPERATING EXPENSES—STATE OF MINNESOTA—PROPORTIONAL ON TRAIN MILEAGE BASIS.

Maintenance of way and structures	693,393.02
Maintenance of equipment	343,016.66
Conducting transportation	1,319,212.05
General expenses	72,125.12

Total **\$2,370,747.75**

Percentage of Expenses to Earnings—Minnesota 54.33

(Page 47.) RENTS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.

DESCRIPTION OF PROPERTY	Situation of Property Leased	Name of Company Owning Property Leased	Item	Total
Tracks	St. Paul to Minneapolis	Great Northern Railway	\$33,375.94	.....
Tracks	Le Mars to Sioux City	Illinois Central Railroad	11,427.59	.....
Tracks	Minneapolis to Merriam Junction	Minneapolis & St. Louis Railroad	22,368.28	.....
Total .....	.....	.....	.....	\$70,471.81
Terminals	St. Paul Union Depot Co.	St. Paul Union Depot Company	\$8,909.41	.....
Terminals	Minneapolis Union Depot Co.	Minneapolis Union Railway	39,767.97	.....
Total .....	.....	.....	.....	\$48,577.38
Grand Total .....	.....	.....	.....	\$119,049.19

(Page 49.) COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1902		ASSETS—	JUNE 30, 1903		YEAR ENDING JUNE 30, 1903	
Item	Total		Item	Total	Increase	Decrease
.....	\$57,477,248.29	{ Cost of road—page 27 .....	.....	\$59,091,837.41	\$1,614,584.12	.....
.....	4,384,711.64	{ Cost of equipment—page 29 .....	.....	4,440,981.64	56,260.00	.....
.....	3,285,000.00	{ Stocks owned—page 37 .....	.....	1,887,000.00	\$1,448,000.00	.....
.....	.....	Bonds owned—page 39 .....	.....	.....	.....	.....
.....	.....	Other permanent investments .....	.....	.....	.....	.....
.....	.....	Lands owned .....	.....	.....	.....	.....
.....	1,787,119.12	Cash and current assets—page 23 .....	.....	2,524,095.82	736,976.70	.....
.....	.....	Other Assets .....	.....	.....	.....	.....
.....	.....	Equipment trusts .....	.....	.....	.....	.....
.....	945,038.28	Materials and supplies .....	.....	1,284,564.89	339,526.61	.....
.....	.....	Sinking fund .....	.....	.....	.....	.....
.....	.....	Sundries .....	.....	.....	.....	.....
.....	.....	Profit and loss—page 31 (or 33) .....	.....	.....	.....	.....
.....	\$67,879,102.33	Grand total .....	.....	\$69,178,469.76	\$1,299,367.43	.....

(Page 51.) COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1902		LIABILITIES—	JUNE 30, 1903		YEAR ENDING JUNE 30, 1903	
Item	Total		Item	Total	Increase	Decrease
.....	\$24,050,128.02	Capital stock—page 17 .....	.....	\$24,050,128.02	.....	.....
.....	27,255,800.00	Funded debt—page 23 .....	.....	27,801,800.00	\$546,000.00	.....
.....	2,691,118.01	Current liabilities—page 23 .....	.....	3,018,317.11	327,199.10	.....
.....	.....	Real estate mortgages .....	.....	.....	.....	.....
.....	188,208.31	Accrued interest on funded debt not yet payable .....	.....	194,071.07	5,773.33	.....
.....	206,792.50	Accrued taxes not yet due, etc. ....	.....	313,241.45	106,448.89	.....
.....	3,486,006.80	Profit and loss—Page 31 (or 33) .....	.....	3,800,912.91	313,946.11	.....
.....	\$67,879,102.33	Grand total .....	.....	\$69,178,469.76	\$1,299,367.43	.....

7 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 53.)

IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

7. During the year there were \$115,000 of Consolidated mortgage bonds to expire June 1, 1930, exchanged for \$48,000 of First mortgage bonds to expire May 1, 1918, and \$67,000 First mortgage bonds to expire January 1, 1930, and the latter bonds cancelled.

8. During the year the Company sold \$2,000,000 of their Consolidated mortgage bonds, due June 1, 1930, that had been issued and were on hand in the treasury. The interest on same was reduced to 3 1-2 per cent per annum.

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing Contracts, Agreements, Arrangements, etc., with other Companies or persons, concerning the Transportation of Freight or Passengers. Give the statement in the following order, viz: 1. Express Companies. 2. Mails. 3. Sleeping, Parlor, or Dining Car Companies. 4. Freight or Transportation Companies or Lines. 5. Other Railroad Companies. 6. Steamboat or Steamship Companies. 7. Telegraph Companies. 8. Telephone Companies. 9. Other Contracts.

1. Express Companies:

American Express Company.—The Railway Company to transport in cars attached to its passenger trains daily between all points on its line of railroad in the states of Wisconsin, Minnesota, Iowa, South Dakota and Nebraska, the messengers, safes, packing trunks and freight of the Express Co. Also such persons as it becomes necessary to send over the Railroad Company's line on business of the Express Co. The Express Co. to take charge of and deliver all money and valuable packages which the Railway Company may require to have sent or delivered by express on the lines of railroad operated by the Express Co., free of all cost or expense to the Railroad Company. For compensation see Income Account, page 35.

2. Mails:

This company carries United States mail. Compensation fixed by the United States Post Office Department. No contract. For compensation, see Income Account, page 35.

3. Sleeping Cars:

The Pullman Company runs sleeping cars on this company's railway. No compensation.

7. Telegraph Companies:

The Western Union Telegraph Co. owns all the telegraph lines on this company's right of way. The Railway Co. uses the wires and furnishes the operators, except at stations where commercial messages exceed a certain specified number per annum. No compensation.

SECURITY FOR FUNDED DEBT—Page 23.

(Page 57.)

CLASS OF BOND OR OBLIGATION.	What Road Mortgaged	Miles	Amount of Mortgage Per Mile of Line	* What Equipment Mortgaged
Mortgage bonds	Elroy to Lake St. Croix.	177.82	\$18,169	.....
Mortgage bonds	Merrillan to Marshfield	37.04	18,169	.....
Mortgage bonds	Fairchild to Mondovi	37.00	18,169	.....
Mortgage bonds	Hudson to River Falls	12.50	18,169	.....
Mortgage bonds	East St. Paul to Stillwater and Lake St. Croix	20.98	18,169	.....
Mortgage bonds	South Stillwater to Lake St. Croix	6.00	18,169	.....
Mortgage bonds	North Wisconsin Junction to Bayfield	178.38	18,169	.....
Mortgage bonds	Pau Claire to Chicago Junction	79.72	18,169	.....
Mortgage bonds	Superior Junction to Superior	60.43	18,169	.....
Mortgage bonds	Itasca Street Switch to Duluth	10.88	18,169	.....
Mortgage bonds	St. Paul to Le Mars	246.00	18,169	.....
Mortgage bonds	Lake Crystal to Elmore	44.00	18,169	.....
Mortgage bonds	Heron Lake to Pipestone	56.90	18,169	.....
Mortgage bonds	Worthington to Salem	98.00	18,169	.....
Mortgage bonds	Luverne to Doon	*28.00	18,169	.....
Mortgage bonds	Omaha to Coburn	115.00	18,169	.....
Mortgage bonds	Covington to Ponca	26.00	18,169	.....
Mortgage bonds	Emerson to Norfolk	46.18	18,169	.....
Mortgage bonds	Wakefield to Hartington	33.76	18,169	.....
Mortgage bonds	River Falls to Ellsworth	13.00	18,169	.....
Mortgage bonds	Ashland Junction to Ashland	5.66	18,169	.....
Mortgage bonds	Salem to Mitchell	32.80	18,169	.....
Mortgage bonds	Wayne to Randolph	21.68	18,169	.....
Mortgage bonds	Randolph to Bloomfield	21.09	18,169	.....
Mortgage bonds	Menomoneie Junction to Menomoneie City	3.03	18,169	.....
Mortgage bonds	Red Cedar River, to near Menomoneie Junction	2.03	18,169	.....
Mortgage bonds	West Eau Claire to Shaw's Mill	2.74	18,169	.....
Mortgage bonds	Ponca to Newcastle	10.62	18,169	.....
Mortgage bonds	Madella to Fairmont	29.38	18,169	.....
Mortgage bonds	Bingham Lake to Currie	38.63	18,169
Mortgage bonds	Emerald to Weston	36.37	18,169

*Whole road and equipment.

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EMPLOYEES AND SALARIES—STATE OF MINNESOTA.

CLASS—	Number	Total No. of Days Worked.	Total Yearly Compensation	Average Daily Compensation.
General Officers	19	6,935	\$94,004.90	\$13.56
Other Officers	177	64,605	185,417.44	2.10
General Office Clerks	59	18,467	44,477.73	2.41
Station Agents	297	92,961	178,453.64	1.92
Other Station Men	108	33,804	145,856.05	4.31
Enginemen	108	33,804	89,770.77	2.66
Firemen	86	20,858	72,988.60	3.53
Conductors	147	46,011	103,085.55	2.24
Other Trainmen	343	107,359	235,788.03	2.20
Machinists	133	41,629	90,324.04	2.17
Carpenters	97	30,561	63,145.23	2.08
Other Shopmen	80	25,040	47,110.00	1.88
Section foremen and roadmasters	397	124,261	198,354.14	1.60
Other Trackmen	126	39,438	113,732.74	2.88
Switchmen, Flagmen and Watchmen	94	29,422	67,795.31	2.30
Telegraph Operators and Dispatchers	254	79,502	178,845.23	2.25
Employees—Account Floating Equipment	2,505	794,257	1,859,129.40	2.34
All other Employees and Laborers	19	6,935	94,004.90	1,356
Total (including "General Officers")—Minnesota	2,486	787,322	\$1,765,124.50	\$2.24
DISTRIBUTION OF ABOVE:				
General Administration	98	35,510	\$111,687.80	\$3.15
Maintenance of Way and Structures	583	182,470	324,925.08	1.78
Maintenance of Equipment	577	180,601	387,925.08	2.15
Conducting Transportation	1,247	395,667	1,034,501.46	2.61
Total (including "General Officers")—Minnesota	2,505	794,257	\$1,859,129.40	\$2.34
Less "General Officers"	19	6,935	94,004.90	1,356
Total (excluding "General Officers")—Minnesota	2,486	787,322	\$1,765,124.50	\$2.24
Total (including "General Officers")—Entire Line	6,543	2,059,451	\$4,551,314.76	\$2.21

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TRAFFIC AND MILEAGE STATISTICS—STATE OF MINNESOTA.

ITEM—	Column for No. Passen- gers, Tonnage, Car Mileage, No. Cars, etc.	Columns for Revenue and Rates.
		Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue.....	* 945,912.00	
Number of passengers carried one mile.....	* 49,401,392.00	
Number of passengers carried one mile per mile of road.....	* 104,361.00	
Average distance carried..... miles.....	* 52.23	
Total passenger revenue—page 35.....		\$1,131,291.88
Average amount received from each passenger.....		1.19.598
Average receipts per passenger per mile.....		.02.290
Total passenger earnings—page 35.....		1,287,826.18
Passenger earnings per mile of road.....		2,720.55
Passenger earnings per train mile.....		1.09.660
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue.....	* 2,026,807.00	
Number of tons carried one mile.....	* 322,286,195.00	
Number of tons carried one mile per mile of road.....	* 680,834.00	
Average distance haul of one ton..... miles.....	* 159.01	
Total freight revenue—page 35.....		3,003,707.34
Average amount received for each ton of freight.....		1.48.199
Average receipts per ton per mile.....		.00.932
Total freight earnings—page 35.....		3,004,170.81
Freight earnings per mile of road.....		6,346.35
Freight earnings per train mile.....		2.92.689
TOTAL TRAFFIC—		
Gross earnings from operation—page 35.....		4,363,512.24
Gross earnings from operation per mile of road.....		9,217.97
Gross earnings from operation per train mile.....		2.09.448
Operating expenses—page 45.....		2,370,747.75
Operating expenses per mile of road.....		5,008.23
Operating expenses per train mile.....		1.13.795
Income from operation—page 31.....		1,992,764.49
Income from operation per mile of road.....		4,206.74
CAR MILEAGE, ETC.—		
Mileage of passenger cars.....	* 4,896,740.00	
Average number of passenger cars per train mile.....	* 4.17	
Average number of passengers per train mile.....	* 42.00	
Mileage of loaded freight cars—north or east.....	* 8,996,398.00	
Mileage of loaded freight cars—south or west.....	* 10,283,771.00	
Mileage of empty freight cars—north or east.....	* 4,232,271.00	
Mileage of empty freight cars—south or west.....	* 2,238,150.00	
Average number of freight cars per train mile.....	* 25.06	
Average number of loaded cars per train mile.....	* 18.79	
Average number of empty cars per train mile.....	* 6.30	
Average number of tons of freight per train mile.....	* 314.00	
Average number of tons of freight per loaded car mile.....	* 16.71	
Average mileage operated during year.....	* 473.37	
	Miles.	Miles.
TRAIN MILEAGE—		
Mileage of revenue passenger trains.....		1,056,938
Mileage of locomotives employed in "helping" passenger trains.....		
Percentage of "helping" to revenue train mileage.....		
Mileage of revenue mixed trains.....		117,440
Mileage of revenue freight trains.....		908,965
Mileage of locomotives employed in "helping" mixed and freight trains.....	103,065	
Percentage of "helping" to revenue train mileage.....	10.04	
Total revenue train mileage.....		2,083,343
Mileage of nonrevenue trains.....		123,932

*Proportional.

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TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE.

ITEM—	Column for No. Passen- gers, Tonnage, Car Mileage, No. Cars, etc.	Columns for Revenue and Rates.
		Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue....	2,648,146.00	.....
Number of passengers carried one mile.....	138,287,288.00	.....
Number of passengers carried one mile per mile of road	84,650.00	.....
Average distance carried, miles.....	52.22	.....
Total passenger revenue—Page 35.....		3,167,121.63
Average amount received from each passenger.....		1.19.568
Average receipts per passenger per mile.....		.02.290
Total passenger earnings—Page 35.....		3,654,994.62
Passenger earnings per mile of road.....		2,237.17
Passenger earnings per train mile.....		1.04.884
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue—	5,601,079.00	.....
Page 63.....		
Number of tons carried one mile.....	890,384,058.00	.....
Number of tons carried one mile per mile of road.....	544,991.00	.....
Average distance haul of one ton, miles.....	158.97	.....
Total freight revenue—Page 35.....		8,900,759.07
Average amount received for each ton of freight.....		1.48.199
Average receipts per ton per mile.....		.00.932
Total freight earnings—Page 35.....		8,301,961.69
Freight earnings per mile of road.....		5,081.51
Freight earnings per train mile.....		2.24.953
TOTAL TRAFFIC—		
Gross earnings from operation—Page 35.....		12,111,314.54
Gross earnings from operation per mile of road.....		7,413.15
Gross earnings from operation per train mile.....		1.81.228
Operating expenses—Page 45.....		7,805,863.82
Operating expenses per mile of road.....		4,655.43
Operating expenses per train mile.....		1.13.810
Income from operation—Page 31.....		4,505,450.72
Income from operation per mile of road.....		2,757.72
CAR MILEAGE, ETC.—		
Mileage of passenger cars.....	15,709,784.00	.....
Average number of passenger cars per train mile.....	4.51	.....
Average number of passengers per train mile.....		.....
Mileage of loaded freight cars—North or East.....	28,868,777.00	.....
Mileage of loaded freight cars—South or West.....	32,992,528.00	.....
Mileage of empty freight cars—North or East.....	13,578,028.00	.....
Mileage of empty freight cars—South or West.....	7,180,461.00	.....
Average number of freight cars per train mile.....	22.39	.....
Average number of loaded cars per train mile.....	16.76	.....
Average number of empty cars per train mile.....	5.63	.....
Average number of tons of freight per train mile.....	241.28	.....
Average number of tons of freight per loaded car mile.....	14.39	.....
Average mileage operated during year.....	1,633.76	.....
	Miles.	Miles.
TRAIN MILEAGE—		
Mileage of revenue passenger trains.....		2,992,458
Mileage of locomotives employed in "helping" passen- ger trains.....		.....
Percentage of "helping" to revenue train mileage, per cent.....		.....
Mileage of revenue mixed trains.....		492.376
Mileage of revenue freight trains.....		3,196.158
Mileage of locomotives employed in "helping" mixed and freight trains.....	206,130	.....
Percentage of "helping" to revenue train mileage, per cent.....	5.59	.....
Total revenue train mileage.....		6,682,972
Mileage of nonrevenue trains.....		472,357

*No data.

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FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

COMMODITY—	Freight Originat- ing on this Road Tons.	Freight Received from Con- necting Roads and Other Carriers. Tons.	Total Freight Tonnage.	
			Whole Tons.	Per Cent.
Products of Agriculture—				
Grain	485,442	260,117	745,559	27.80
Flour	238,374	2,345	240,719	8.98
Other mill products	148,994	952	149,946	5.59
Hay	8,974	4,758	13,732	.51
Tobacco	22	91	113	....
Fruit and vegetables	21,168	57,831	78,999	2.95
Products of Animals—				
Live stock	51,337	56,230	107,567	4.01
Dressed meats	272	1,518	1,790	.07
Other packing-house products	15,613	5,544	21,157	.79
Poultry, game and fish	6,111	5,997	12,108	.45
Wool	1,787	214	2,001	.08
Hides and leather	2,784	1,397	4,181	.16
Products of Mines—				
Anthracite coal	26,356	8,554	34,910	1.30
Bituminous coal	54,292	75,519	129,811	4.84
Coke	1,540	12,578	14,118	.53
Ores	9,287	146	9,433	.35
Stone, sand and other like articles	60,118	3,141	63,259	2.36
Products of Forest—				
Lumber	210,910	118,598	329,508	12.29
Manufactures—				
Petroleum and other oils	5,135	13,065	18,200	.68
Sugar	8,432	6,494	14,926	.56
Iron, pig and bloom	42	2,604	2,646	.10
Iron and steel rails	604	3,707	4,311	.16
Other castings and machinery	7,123	15,391	22,514	.84
Bar and sheet metal	61	1,498	1,559	.06
Cement, brick and lime	40,545	10,652	51,197	1.91
Agricultural implements	6,690	14,820	21,510	.80
Wagons, carriages, tools, etc.	444	7,473	7,917	.29
Wines, liquors and beers	7,256	5,050	12,306	.46
Household goods and furniture	11,562	22,099	33,661	1.25
Merchandise	160,259	79,272	239,531	8.93
Miscellaneous				
Other commodities not mentioned above.	140,460	142,885	292,345	10.90
Total tonnage—Entire line	1,740,994	940,540	2,681,534	100.00
Total Tonnage—Entire Line	4,078,044	1,523,035	5,601,079

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DESCRIPTION OF EQUIPMENT.

ITEM.	No. Added During Year	Total No. at End of Year	Equipment Fitted With Train Brake		Equipment Fitted with Automatic Coupler	
			No.	Name	No.	Name
Locomotives—Owned and leased						
Passenger	2	52	52	Westinghouse	52	Chicago.
Freight	3	196	196	Westinghouse	196	Chicago.
Switching	2	45	21	American Steam..	45	Chicago.
Total locomotives in service	11	293	272	Westinghouse	293	Chicago.
Less locomotives leased.....			21	American Steam..		
Total locomotives owned....	11	293	293		293	
In passenger service—						
Cars—Owned and leased:						
First-class cars	7	79	79	Westinghouse	79	{ 11 National. 68 Chicago.
Second-class cars		30	30	Westinghouse	30	Chicago.
Combination cars	1	50	50	Westinghouse	50	{ 6 National. 44 Chicago.
Chair cars	1	10	10	Westinghouse	10	{ 3 National. 7 Chicago.
Dining cars		1	1	Westinghouse	1	Chicago.
Parlor cars	2	17	17	Westinghouse	17	{ 4 National. 13 Chicago.
Sleeping cars						
Baggage, express and postal cars	3	54	54	Westinghouse	54	{ 2 National. 52 Chicago.
Other cars in passenger service						
Total	14	241	241	Westinghouse	241	{ 26 National. 215 Chicago.
In Freight Service—						
Box cars	600	8,086	7,420	Westinghouse	8,086	{ 1,153 Janney. 6,933 Chicago
Flat cars	277	1,427	797	Westinghouse	1,427	{ 98 Janney. 1,329 Chicago
Stock cars		393	393	Westinghouse ..	393	{ 9 Janney. 384 Chicago.
Coal cars	250	1,180	980	Westinghouse	1,180	{ 6 Janney 1,174 Chicago
Tank cars						
Refrigerator cars		157	157	Westinghouse	157	{ 24 Janney. 133 Chicago.
Other cars in freight service		156	139	Westinghouse	156	{ 41 Janney. 115 Chicago.
Total	1,127	11,309	9,856	Westinghouse....	11,339	{ 1,331 Janney. 10,008 Chicago
In Company's Service—						
Officers' and pay cars.....		3	3	Westinghouse	3	{ 1 National. 2 Chicago.
Gravel cars		151	150	Westinghouse	154	Chicago.
Derrick cars		8	2	Westinghouse	8	{ 2 Janney. 6 Chicago.
Caboose cars	10	143		Westinghouse	143	Chicago.
Other road cars.....		18	4	Westinghouse ...	18	{ 1 Janney. 17 Chicago.
Total	10	326	159	Westinghouse	326	{ 1 National. 3 Janney. 322 Chicago.
Total cars in service.....	1,151	11,936	10,234	Westinghouse	11,966	{ 27 National. 1,334 Janney. 10,605 Chicago
Less cars leased.....						
Total cars owned.....	1,151	11,936	10,236	Westinghouse	11,966	
Cars contributed to fast freight line service.....						

MILEAGE.

(Page 67.)

A. Mileage of Road Operated (All Tracks).

LINE IN USE—	Line Represented by Capital Stock		Line of Property Companies	Line Operated Under Lease	Line Operated Under Contract Etc.	Line Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs							Iron	Steel
Miles of single track	1,523.89	.....	63.70	.....	.....	69.59	1,657.18	51.20	58.83	1,538.76
Miles of second track	38.01	.....	.....	.....	.....	.....	38.01	.....	.....	38.01
Miles of third track .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of fourth track	499.44	.....	5.44	.....	.....	.....	503.88	21.84	104.58	399.30
Miles of yard track and sidings .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total mileage operated (all tracks)	2,060.34	.....	69.14	.....	.....	69.59	2,199.67	73.04	163.41	1,966.07

B. Mileage of Line Operated by States and Territories (Single Track).

State or Territory—	Line Represented by Capital Stock		Line of Property Companies	Line Operated Under Lease	Line Operated Under Contract Etc.	Line Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs							Iron	Steel
Wisconsin	653.70	.....	.....	.....	.....	1.59	718.99	51.20	5.14	712.36
Minnesota	434.97	.....	.....	.....	.....	38.40	473.27	.....	20.20	414.77
Iowa	74.55	.....	.....	.....	.....	27.50	102.05	.....	18.38	86.17
South Dakota	88.20	.....	.....	.....	.....	.....	88.20	.....	.....	88.20
Nebraska	272.17	.....	.....	.....	.....	2.10	274.57	.....	15.11	257.36
Total Mileage Operated (single track)	1,523.59	63.70	69.59	1,657.18	51.20	58.83	1,538.76

MILEAGE—Continued.

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C. Mileage of Line Owned by States and Territories (Single Track).

STATE OR TERRITORY—	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year.	RAILS	
	Main Line	Branches and Spurs			Iron	Steel
Wisconsin	653.70	.....	653.70	.....	5.14	648.56
Minnesota	434.97	.....	434.97	.....	20.20	414.77
Iowa	74.55	.....	74.55	.....	18.38	56.17
South Dakota	88.20	.....	88.20	.....	.....	88.20
Nebraska	272.47	272.47	15.11	257.36
Total mileage owned (single track)	1,523.89	1,523.89	58.83	1,465.06

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MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

LINE IN USE—	Line Represented by Capital Stock		Line of Property Companies	Line Operated Under Lease	Line Operated Under Contract Etc.	Line Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs							Iron	Steel
Miles of single track	434.97	.....	.....	.....	.....	38.40	473.37	.....	20.20	414.77
Miles of second track	24.08	.....	.....	.....	.....	.....	24.08	.....	.....	24.08
Miles of third track .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of fourth track .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of yard track and sidings	167.61	.....	.....	.....	.....	.....	.....	4.03	39.61	136.08
Total Mileage Operated (all tracks) ..	626.66	.....	.....	.....	.....	38.40	497.45	4.03	59.81	566.85

B. Mileage of Line Operated by States and Territories (Single Track).

State of Minnesota	434.97	.....	.....	.....	.....	38.40	473.37	.....	20.20	414.77
Total Mileage Operated (single track) ..	434.97	.....	.....	.....	.....	38.40	473.37	.....	20.20	414.77

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OF MINNESOTA—	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs			Iron	Steel
Minnesota	434.97	434.97	20.20	414.77
Total mileage owned (single track)	434.97	434.97	20.20	414.77

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RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind	Tons	Weight Per Yard. Pounds	Av. Price Per Ton at Distribut'g Point. Dollars	Kind	Number	Av. Price at Distributing Point. Cents
Steel.....	4,274.86	80	\$29.20	Oak.....	77,162	60
				Tamarack.....	7,164	28
				Pine.....	203	27
				Cedar.....	31,632	42
				Hemlock.....	92	29
				Culls.....	656	10
Total ..	4,274.86			Total	117,191	53

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES—	Coal, Tons, Bituminous	Wood, Cords, Soft	Total Fuel Consumed, Tons	Miles Run	Average Pounds Consumed Per Mile
Passenger.....	42,924	620	43,284	1,083,414	79.51
Freight.....	87,732	1,086	88,250	1,305,902	135.16
Switching.....	25,394	688	25,733	692,899	74.28
Construction.....	5,277	204	5,379	123,932	86.81
Total	161,327	2,588	162,596	3,206,147	101.43
Average cost at distributing point....	2.74	1.41	2.74		

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ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

A. Accidents Resulting from the Movement of Trains, Locomotives or Cars.

KIND OF ACCIDENT	EMPLOYERS										Total	
	Trainmen		Switchmen, Flagmen and Watchmen		Station Men		Shop Men		Trackmen		Other Employees	
	Killed		Injur'd		Killed		Injur'd		Killed		Injur'd	
	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed
Coupling or uncoupling												
Collisions		8									1	4
Derailments		1									1	1
Parting of trains												
Locomotives or cars breaking down												
Falling from trains, locomotives, or cars		8		2								5
Jumping on or off trains, locomotives, or cars											1	2
Struck by trains, locomotives, or cars		1		1							2	3
Overhead obstructions		4		2							8	11
Other causes		1		1							1	2
Total	11	1	5	1			2				6	24
KIND OF ACCIDENT	OTHER PERSONS										Total	
	Passengers		Trespassing		Not Trespassing		Total		SUMMARY		Total	
	Killed		Injur'd		Killed		Injur'd		Killed		Injur'd	
	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed
Collisions	1								Employees		8	24
Derailments	1								Passengers		11	14
Parting of trains									Other persons			8
Locomotives or cars breaking down												
Falling from trains, locomotives, or cars	1		1	2			1	2				
Jumping on or off trains, locomotives, or cars	4		2	8			1	8				
Struck by trains, locomotives, or cars							1	1				
At highway crossings					1		1	1				
At stations					1		1	1				
At other points along track			6	2			6	1				
Other causes												
Total	14	1	9	2	2	2	11	8	Total		14	46

ACCIDENT TO PERSONS—STATE OF MINNESOTA—Continued.

B. Accidents Arising from Causes Other Than Those Resulting from the Movement of Trains, Locomotives, or Cars.

KIND OF ACCIDENT	EMPLOYEES								PASSENGERS		Total Employees		Total	
	Station Men		Shop Men		Trackmen		Other Employees							
	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd
Handling traffic														
Handling tools, machinery, etc.				4							4			4
Handling supplies, etc.														
Getting on or off locomotives or cars ..														
at rest														
Other causes														
Total				4							4			4

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CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

WORKING DIVISIONS OR BRANCHES			ALIGNMENT			PROFILE						
From	To	Miles	Num- ber of Curves	Agg'ate Length of Curved Line Miles	Length of Straight Line Miles	Length of Level Line Miles	Ascending Grades			Descending Grades		
							No.	Sum of Ascents Feet	Aggregate Length of Ascending Grades Miles	No.	Sum of Descents Feet	Aggregate Length of Descending Grades Miles
St. Croix River with Jct.	the Great Northern Ry. at St. Paul	17.64	20	3.37	14.07	2.84	14	390.0	8.44	17	801.5	6.36
Stillwater Jct.	Stillwater	3.30	5	1.08	1.37	.17	5	66.2	2.59	4	198.1	3.13
St. Croix Draw Bridge.	Stillwater Switch	4.55	13	1.30	3.25	1.27	5	2.2	2.39	3	18.5	.69
Ricea Point, Duluth	St. P. & D. conn., Duluth.	2.60	5	.41	2.19	2.10	1	1	10	2	16.3	.40
St. Paul	Iowa State Line	187.25	113	30.84	156.41	69.00	232	1,977.0	77.44	189	1,042.8	40.81
Lake Crystal	Elmore	43.43	15	4.23	39.20	15.92	52	416.2	16.94	43	287.5	10.37
Heron Lake	Pipestone	55.10	44	7.97	47.13	15.15	118	866.5	24.15	73	568.0	13.90
Luverne	Iowa State Line	10.56	2	.37	10.19	3.33	39	506.0	12.55	13	77.0	7.23
Trent	So. Dak. State Line	42.53	25	6.84	35.69	9.34	89	284.0	18.70	59	752.0	20.34
Madellia	Fairmont	25.38	7	.98	22.40	5.03	30	510.1	14.35	18	114.0	5.65
Bingham Lake	Currie	38.63	16	4.57	34.06	11.37	56	510.1	14.35	46	443.4	12.91
Total		434.97	265	63.01	371.96	135.52	597	4,988.2	175.56	464	3,806.3	123.89

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CHARACTERISTICS OF ROAD—Continued—STATE OF MINNESOTA.

Bridges, Trestles, Tunnels, Etc.

ITEM.	Number	Aggregate Length Feet	Minimum Length Feet	Maximum Length Feet	ITEM	Number	Height of Lowest Above Surface of Rail Ft. In.
Bridges—					Overhead Highway Crossings—		
Stone.....	29	232	3	16	Bridges.....	13	17.6
Iron and steel...	56	5,116	14	1,321	Total.....	13	17.6
Wooden.....	3	302	38	152	Overhead Railway Crossings:		
Total.....	88	5,650			Bridges.....	4	
Trestles—	542	31,030			Total.....	4	

Gauge of track, 4 feet 8½ inches. 434.97 miles.

TELEGRAPH.

B. Owned by Another Company, but Located on Property of Road Making This Report.

Miles of Line	Miles of Wire	Name of Owner	Name of Operating Co.
425.95	3,130.45	Western Union Telegraph Co.	Western Union Telegraph Co.

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY 7

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CAR MILEAGE.

Paid or Allowed for Rolling Stock not the Property of Railroads nor Consigned for Use by Lease.

TO WHOM PAID—	Amount	RATE		
		Common	Refrigtr.	Tank
Armour Car Lines	\$9,847.73	6-10	3-4, 1	
Arms Palace Horse Car Co.	122.25	6-10		
American Live Stock Transportation Co.	26.45	6-10		
American Cereal Company Despatch	.66	6-10		
American Fast Freight Line	190.88			3-4
American Refrigerator Transit Co.	1,081.99		3-4	
Anglo-American Refrigerator Car Co.	10.73	6-10	3-4	
American Cotton Oil Co.	9.57			3-4
Arbuckle Ariosa Despatch	22.62	6-10		
Booth Refrigerator Line	61.26		3-4	
Booth Cold Storage System	579.78		3-4, 1	
Burton & New England Stock Car Co.	298.92	6-10		
Barrett & Barrett	2.71	6-10		
Crystal Car Line	14.50			3-4
Crescent Tank Line	4.34			3-4
Crocker Chalt Co.	10.27	6-10		
Continental Fruit Express Co.	2,579.65		1	
Cold Blast Transportation	465.15		1	
Cudahy Refrigerator Line	1,914.18		1	3-4
Cudahy Milwaukee Refrigerator Line	101.47		1	
Chicago, New York & Boston Refrig. Line	247.92		3-4	
Commerce Despatch Line	7.64	6-10		
Cleveland Provision Co.	5.78	6-10	3-4	
Cornplanter Tank Line	7.22			3-4
Canda Cattle Car Co.	456.07	6-10		
Consolidated Cattle Car Co.	390.32	6-10		
Canfield Oil Co.	12.32			3-4
Creamery Package Manufacturing Co.	3.47	6-10		
Craig Oil Co.	2.90			3-4
Doud Stock Car Co.	18.51	6-10		
Deere & Webber Co.	3.24	6-10		
Dairy Shippers Despatch	31.48		3-4	
Doles & Shepherd Co., Crushed Stone Line.	1.53	6-10		
Ford Mfg. Co.	14.90			3-4
Fred Krug Brewing Co.	10.14		3-4	
Fox River Despatch Co.	10.96		1	
Freedom Oil Works	5.79			3-4
Globe Refining Co.	10.14			3-4
Germania Refining Co.	14.49			3-4
Goodell Refrigerator Line	1.85		3-4	
Horlick Food Co.	11.55	6-10		
Hammond Refrigerator Line	59.23	6-10	1	
Iroquois Line	10.10	6-10		
Iroquois Iron Works	3.26	6-10		
Jacob Doid Packing Co.	3.26		1	
Jobbins Tank Line	11.60			3-4
Kingman & Co.	19.39		3-4	
Keystone Live Stock Express Co.	19.75	6-10		
Kilbourn & Co.	5.69	6-10		
Live Poultry Transportation Co.	48.35	6-10		
Libby, McNeill & Libby Refrigerator Line	33.52		1	
Louisville Cotton Oil Co.	2.88			3-4
Merchants Despatch Transportation Co.	961.41	6-10	3-4	
Mather Horse & Stock Car Co.	282.55	6-10		
M. Rumley Co.	6.67	6-10		
Mann Bros.	20.94	6-10		
Menasha Woodenware Co.	32.81	6-10		
Midland Linseed Oil Despatch	86.87			3-4
Nelson & Morris Co.	297.32	6-10	1	
North and South Rolling Stock Co.	37.20	6-10	3-4	
National Despatch Line	65.42	6-10		
Northwestern Lumber Co.	3.56	6-10		
Omaha Packing Co.	1,579.90		1	3-4
Paragon Refining Co.	3.80			3-4
Provision Dealers Despatch	257.50		3-4	
Produce Shippers Despatch	77.96		1	
Penn. Refining Co.	175.04			3-4
Proctor & Gamble Co.	8.69	6-10		
Southeastern Line	2.01	6-10		
Seaboard Refining Co.	2.96			3-4
St. Charles Refrigerator Despatch	1.82		1	

7 REPORT RAILROAD AND WAREHOUSE COMMISSION.

CAR MILEAGE—Continued.

TO WHOM PAID—	Amount	RATE		
		Common	Refrigtr.	Tank
Swift Refrigerator Line	4,859.55	6-10	3-4, 1	3-4
Shipper Refrigerator Car Co.	38.68		3-4	
Santa Fe Refrigerator Despatch	935.27		3-4	
Streets' Western Stable Car Line	7,124.64	6-10		
Sioux City Refrigerator Line	14.59		3-4	
St. Louis Refrigerator Car Co.	237.20		1	
Stora Brewing Co.	96.13		3-4	
Southern Freight Line	6.17	6-10		
Samuel Cupples Woodenware Co.	1.46	6-10		
Southern Despatch Lumber Line	8.52	6-10	3-4	
Titusville Oil Works	2.90			3-4
Union Tank Line	1,826.51	6-10		3-4
Union Refrigerator Transit Co.	2,051.36	6-10	3-4, 1	
Venice Transportation Co.	28.69	6-10		
Western Refrigerator Transit Co.	137.35		3-4	
Western Refrigerator Line	187.18		3-4, 1	
Waverly Oil Co.	17.38			3-4
Weaver Coal & Coke Co.	2.65	6-10		
Waters Pierce Oil Co.	7.24			3-4
Total	\$40,318.20			
Passenger Car Mileage—				
Pullman Tourist Cars	701.97		1	

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TAXES AND ASSESSMENTS OF ALL KINDS.

For Reporting Company's Owned and Proprietary Lines.

STATE OR TERRITORY—	AD VALOREM TAX		SPECIFIC TAXES				On Prop-erty Owned not Used in Operation and Miscellaneous	Internal Revenue, U. S. Govern-ment	Total
	On the Value of Real and Personal Property	On the Value of Stocks or Bonds, or on Valuation Based on Earnings, Dividends, or other Results of Operation	On Stocks, Bonds, Loans, etc.	On Gross or Net Earnings, Revenue, Dividends	On Traffic or Some Physical Quality of Property Operated, or on Privilege				
Wisconsin.....	.....	.....	.....	\$201,954.69	.....	.....	.....	.....	\$201,954.69
Minnesota.....	.....	.....	.....	144,235.88	.....	.....	.....	.....	144,235.88
Iowa.....	\$34,928.36	.....	.....	.....	.....	.....	.....	.....	\$34,928.36
South Dakota.....	10,182.55	.....	.....	.....	.....	.....	.....	.....	10,182.55
Nebraska.....	53,074.98	.....	.....	.....	.....	.....	.....	.....	53,074.98
Total.....	100,185.89	.....	.....	\$346,210.57	.....	.....	.....	.....	\$446,396.46

Chicago, Rock Island & Pacific Railway Company.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? The Chicago, Rock Island and Pacific Railway Company.

2. Date of organization? June 2, 1880.

3. Under laws of what Government, State, or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Laws of Illinois and Iowa.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. The Chicago, Rock Island and Pacific Railway Company is a consolidated company, and owns the property located in the States of Illinois, Iowa, Missouri, Kansas, Nebraska, Colorado, Oklahoma Territory and the Indian Territory, by virtue of its articles of consolidation and purchases, as hereinafter stated.

As a consolidated organization its constituent companies are as follows:

a. The Rock Island and LaSalle Railroad Company, created by special charter granted by the State of Illinois, February 27th, 1847.

b. The Chicago and Rock Island Railroad Company, successor to the Rock Island and LaSalle by amendment to the charter of the former company, February 7th, 1851.

c. On the first day of February, 1853, the Mississippi and Missouri Railroad Company was incorporated under the general laws of the State of Iowa, and the road constructed by it sold under foreclosure to the Chicago, Rock Island and Pacific Railroad Company, incorporated under the general laws of the State of Iowa on the 28th day of May, 1856.

d. On the 20th day of August, 1866, the Chicago and Rock Island Railroad Company, of Illinois, and the Chicago, Rock Island and Pacific Railroad Company, of Iowa, were consolidated by virtue of the general laws of the States of Illinois and Iowa, the consolidated company taking the name of the Chicago, Rock Island and Pacific Railroad Company.

e. On the 4th day of January, 1860, the Platte County and Fort Des Moines Railroad Company was incorporated by the legislature of Missouri, and on the 4th day of January, 1860, the Platte City and Fort Des Moines Railroad Company was organized by the Statute of said state. On the 30th day of July, 1867, the name of the Platte City and Fort Des Moines Railroad Company was, by resolution of said company, changed to the Leavenworth and Des Moines Railroad Company. On the 3d day of March, 1869, the

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY. 8

name of the last mentioned company was changed by the legislature of the State of Missouri to the Chicago and Southwestern Railway Company, and on the 12th day of May, 1862, there was organized under the general incorporation laws of the State of Iowa, a corporation of said state by the name of the Chicago and Southwestern Railway Company. On the 25th day of September, 1869, by virtue of the general laws of the States of Iowa and Missouri, the two last mentioned companies were consolidated into a corporation known as the Chicago and Southwestern Railway Company.

f. A mortgage covering the property of the Chicago and Southwestern Railway Company in Iowa and Missouri was foreclosed subsequent to the above mentioned consolidation, and at the sale under said mortgage said property was sold to the Iowa Southern and Missouri Northern Railway Company, a corporation organized under the general laws of the State of Iowa, on the 27th day of August, 1876.

g. On the 29th day of November, 1870, there was organized, under the General Laws of the State of Missouri, a corporation known as the Atchison Branch of the Chicago and Southwestern Railway Company, and on the 16th day of August, 1871, a consolidation of the last mentioned company was effected with the Chicago and Southwestern Railway Company, of the States of Iowa and Missouri.

h. On the 30th day of April, 1869, there was incorporated under the general incorporation laws of the State of Iowa, a corporation known as the Des Moines, Indianola and Missouri Railroad Company, which constructed a line of railroad from Des Moines in the State of Iowa, to Indianola in said State.

i. There was organized under the general incorporation laws of the State of Iowa, a corporation known as the Des Moines, Winterset and Southwestern Railroad Company, which constructed a line of road from junction with the said Des Moines, Indianola and Missouri Railroad, to Winterset, in the State of Iowa, which two last mentioned railroads were conveyed to the said Iowa Southern and Missouri Northern Railway Company.

j. On the 4th day of August, 1877, there was organized under the general laws of the State of Iowa, the Newton and Monroe Railroad Company, which constructed a railway from Newton, in the State of Iowa, to Monroe in said state; and on the 11th day of June, 1878, there was organized under the same laws the Atlantic and Audubon Railroad Company, which constructed a railroad from Atlantic in said state, to Audubon in said state; and on the 27th day of August, 1879, there was organized the Atlantic Southern Railroad Company, which constructed a railroad from the said town of Atlantic, to Griswold in said state; and on the 27th day of October, 1879, there was organized under the said laws, the Avoca, Macedonia and Southwestern Railroad Company, which constructed a railroad from Avoca in said state, to Carson in the same state.

k. On the 2nd day of June, 1880, pursuant to the general laws of the States of Illinois and Iowa, articles of consolidation were entered between the above mentioned Chicago, Rock Island and Pacific

8 REPORT RAILROAD AND WAREHOUSE COMMISSION.

Railroad Company, and Iowa Southern and Missouri Northern Railroad Company, the Newton and Monroe Railroad Company, the Atlantic Southern Railroad Company, the Avoca, Macedonia and Southwestern Railroad Company, and the Atlantic and Audubon Railroad Company, whereby was created the corporation known as the Chicago, Rock Island and Pacific Railway Company.

l. On January 22d, 1857, there was incorporated by act of the General Assembly of the State of Missouri, the St. Joseph and Iowa Railroad Company, the charter of said company being amended by act of the General Assembly approved March 16th, 1866. The railroad constructed by this company in the State of Missouri has been conveyed to the Chicago, Rock Island and Pacific Railway Company.

m. Under the laws of the State of Iowa, the following named companies were organized on the dates named respectively:

The Avoca and Harlan Railroad Company, organized on the 15th day of June, 1878, which constructed a railroad from Avoca, in the State of Iowa, to Harlan in said state; and the Guthrie and Northwestern Railroad Company, organized under the same laws on the 4th day of October, 1879, which constructed a railroad from Menlo in the State of Iowa, to Guthrie Center in said state; which two roads have been, since their construction, purchased by the said Chicago, Rock Island and Pacific Railway Company.

n. On the 17th day of March, 1886, there was organized under the laws of the State of Kansas, a corporation known as the Chicago, Kansas and Nebraska Railway Company, which company constructed a line of road from the Missouri River westward to Colorado Springs in the State of Colorado, through the States of Kansas and Nebraska, southwestward through said State of Kansas, into the Indian Territory. The road so constructed has been foreclosed and purchased by the Chicago, Rock Island and Pacific Railway Company.

o. On the 20th day of July, 1899, there was organized under the laws of the Territory of Oklahoma, a corporation known as the Enid and Tonkawa Railway Company, which company constructed a line of road from North Enid in the Territory of Oklahoma, to Billings, in said Territory. On December 22d, 1899, the property was purchased by the Chicago, Rock Island and Pacific Railway Company and is now a part of the System.

p. On the 29th day of December, 1899, the Guthrie and Kingfisher Railway Company was incorporated under the laws of the Territory of Oklahoma, and constructed a line of railroad from Kingfisher to Cashion, Oklahoma Territory. The property was purchased by the Chicago, Rock Island and Pacific Railway Company, October 8th, 1900.

q. On the 14th day of July, 1899, the Gowrie and Northwestern Railway Company was incorporated under the laws of the State of Iowa, and constructed a line of railroad from Gowrie to Sibley, Iowa. The property was purchased by the Chicago, Rock Island and Pacific Railway Company, December 31st, 1900.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY. 8

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ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
R. R. Cable.....	Chicago, Ill.....	1903
J. H. Moore.....	Chicago, Ill.....	1903
F. L. Hine.....	New York, N. Y.....	1903
A. E. Orr.....	New York, N. Y.....	1903
Ogden Mills.....	New York, N. Y.....	1903
A. R. Flower.....	New York, N. Y.....	1904
Geo. G. McMurtry.....	New York, N. Y.....	1904
Geo. S. Brewster.....	New York, N. Y.....	1904
Wm. H. Moore.....	New York, N. Y.....	1904
W. B. Leeds.....	New York, N. Y.....	1905
Marshall Field.....	Chicago, Ill.....	1905
D. G. Reid.....	New York, N. Y.....	1905
F. S. Wheeler.....	New York, N. Y.....	1905

Total number of stockholders at date of last election? 2,934.

Date of last meeting of stockholders for election of directors? June 4th, 1902.

Give postoffice address of general office. Chicago, Ill.

Give postoffice address of operating office. Chicago, Ill.

Give name and address of officer to whom correspondence regarding this report should be addressed. Name, W. W. Stevenson; title, comptroller; address, Chicago, Ill.

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OFFICERS.

Title.	Name.	Location of Office.
Chairman of the board.....	D. G. Reid	New York, N. Y.
President	W. B. Leeds	Chicago, Ill.
First vice-president	C. H. Warren	Chicago, Ill.
Second vice-president.....	Robert Mather	Chicago, Ill.
Secretary-treasurer	George H. Crosby.....	Chicago, Ill.
General counsel	Robert Mather	Chicago, Ill.
Comptroller	W. W. Stevenson	Chicago, Ill.
Assistant comptroller	J. L. Cramer	Chicago, Ill.
2nd assistant comptroller...	F. Nay	Chicago, Ill.
Auditor, disbursements	J. A. Sandberg	Chicago, Ill.
Auditor, freight traffic	W. H. Burns	Chicago, Ill.
Auditor, passenger traffic..	D. Laughlin	Chicago, Ill.
General manager.....	C. A. Goodnow	Chicago, Ill.
Chief engineer.....	J. I. Stevens	Chicago, Ill.
General superintendent	E. dist., H. J. Slifer.....	Chicago, Ill.
General superintendent.....	W. dist., J. M. Gruber....	Topeka, Kan.
General superintendent.....	No. dist., H. S. Cable, Cedar Rapids, Ia.	
Superintendent of telegraph.	C. P. Adams	Chicago, Ill.
Freight traffic manager.....	J. F. Holden	Chicago, Ill.
Asst. freight traffic manager.	H. Gower	Chicago, Ill.
General freight agent	E. Mo. river, E. B. Boyd, Chicago, Ill.	
General freight agent.....	W. Mo. R., H. H. Emby, Kan. City, Mo.	
Passenger traffic manager....	John Sebastian	Chicago, Ill.
General passenger agent	L. M. Allen	Chicago, Ill.
General baggage agent.....	Geo. W. Duback.....	Chicago, Ill.
Real estate and tax agent...	James T. Maher	Chicago, Ill.

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PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad, the Operations of which are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a. Main line.
 - b. Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon the earnings or other considerations.
5. Line operated under Franchise Rights.

NAME—	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
3. Burlington, Cedar Rapids & Northern.....	State line, between Iowa and Minnesota, via Ellsworth...	State line, between Minnesota and South Dakota	55.34	.....
	State line, between Iowa and Minnesota, via Worthington	H. B. Junction, at Hardwick	49.06	.....
	H. B. Junction, east of Worthington.	C. St. P. M. & O. Yards (old track)	1.27	.....
	Ellsworth, via Sioux Falls line	State line, between Minnesota and Iowa	2.35	.....
	H. B. Junction, at Trosky	End of track, at Jasper	8.71	.....
	State line, between Iowa and Minnesota, west of Brisclyn	H. B. Junction, Germania line, at Albert Lea.....	31.30	.....
	State line, between Iowa and Minnesota, south of Gordenaville	H. B. Junction, with C. M. & St. P. Ry., at Erin.....	66.41	.....
	H. B. Junction, Rosemount...	H. B. Junction, Newport...	12.40	.....
	H. B. Junction, Inver Grove...	End of track at W. St. Paul.	5.33	.....
	H. B. Junction, south of Albert Lea	100' No. of C. M. & St. P. crossing at Albert Lea...	0.70	.....
				235.87

PROPERTY OPERATED—STATE OF MINNESOTA—Continued.

NAME—	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
5. Chicago, Milwaukee & St. Paul.....	Comus Junction	Rosemount	27.16
	Newport Junction	Minneapolis	18.17
Total			281.20	45.33
				281.20

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PROPERTY OPERATED.

1. a. Chicago, Rock Island & Pacific Railway Co.....	Chicago, Ill.....	Council Bluffs, Ia.	500.46
	South Omaha, Neb.	Colorado Springs, Colo.	563.54	.....
	Davenport, Ia.	Atchison, Kan.	334.00	.....
	St. Joseph, Mo.	Terral, I. T.	520.12	.....
	Herrington, Kan.	Texhoma, O. T.	323.34	.....
	Altamont, Mo.	Leavenworth, Kan.	67.54	.....
	Egerton Junction, Mo.	Rushville, Mo.	24.61	.....
				2,333.61
1. b. Chicago, Rock Island & Pacific Railway Co.....	South Englewood, Ill.	South Chicago, Ill.	7.43	.....
	South Englewood, Ill.	Blue Island, Ill.	4.92	.....
	Wilton, Ia.	Lime Kiln, Ia.	6.15	.....
	Newton, Ia.	Monroe, Ia.	17.02	.....
	Des Moines, Ia.	Indianola and Winterset, Ia.	47.43	.....
	Menlo, Ia.	Guthrie Center, Ia.	14.51	.....
	Audubon, Ia.	Griswold, Ia.	39.34	.....
	Harlan, Ia.	Carson, Ia.	29.61	.....
	Gowrie, Ia.	Sibley, Ia.	110.01	.....
	Mt. Zion, Ia.	Keosauqua, Ia.	4.50	.....
	Washington, Ia.	Knoxville, Ia.	79.31	.....
	Wilton, Ia.	Muscataine, Ia.	12.04	.....

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY. 8

2.	Ehld & Anadarko Railway	Kansas City, Mo.	South Armourdale, Kan.	2.55	910.95
		Horton, Kan.	Jensen, Neb.	108.46	
3.	*Burlington, Cedar Rapids & Northern Ry Co.	McFarland, Kan.	Belleville, Kan.	102.92	
		Herington, Kan.	Salina, Kan.	49.30	
		Dodge City, Kan.	Bucklin, Kan.	26.57	
		Fairbury, Neb.	Nelson, Neb.	51.65	
		North Platte, O. T.	Billings, O. T.	26.75	
		Kingfisher, O. T.	Cashla, O. T.	18.03	
		Lawton, O. T.	Anadarko, O. T.	36.10	
		Lawton, O. T.	Chattanooga, O. T.	20.98	
		Chickasha, I. T.	Mangum, O. T.	97.37	
		Ehld, O. T.	Watonga, O. T.	64.74	
		Geary, O. T.	Anadarko, O. T.	40.02	
		Lawton, O. T.	Waurika, I. T.	40.90	
			Bridgeport Cut Off, O. T.	2.94	
					148.60
		Burlington, Ia.	Comus, Minn.	295.05	
3.	Rock Island & Peoria Ry. Co.	Rosemount, Minn.	Newport, Minn.	12.41	
		Vinton, Ia.	Watertown, S. D.	375.97	
		Waverly Junction, Ia.	Waverly, Ia.	5.68	
		Linn Junction, Ia.	Postville and Decorah, Ia.	117.40	
		Bennett, Ia.	Davenport, Ia.	34.59	
		Elmira, Ia.	Clinton, Ia.	69.10	
		Dows Junction, Ia.	Germania Junction, Ia.	70.84	
		Havfield Junction, Ia.	Titonka, Ia.	24.70	
		Estherville, Ia.	Bricelyn, Minn.	50.76	
		Muscataine, Ia.	Albert Lea Junction, Minn.	31.40	
		Elmira, Ia.	What Cheer & Montezuma, Ia.	92.44	
		Lake Park Junction, Ia.	Iowa Junction, Ia.	20.89	
		Ellsworth Junction, Minn.	Hardwick Junction, Minn.	53.32	
		Inver Grove, Minn.	Stoux Falls, S. D.	42.49	
		Spur, Worthington, Minn.	West St. Paul, Minn.	8.33	
		Trosky, Minn.		1.27	
		Junction, Albert Lea, Minn.	Jasper, Minn.	8.71	
			C. M. & St. P. cross Albert Lea, Minn.	70	
		Peoria, Ill.	Rock Island, Ill.	90.83	
		Gibbs Brewery, Peoria, Ill.	Peoria and Pekin union cross, Ill.		
		Milan, Ill.	Sherrard, Ill.	3.08	
		Union Depot, Peoria, Ill.	Cable, Ill.	21.67	
		Bureau, Ill.	Bridge St., Peoria, Ill.	5.70	
		Keokuk, Ia.	Peoria, Ill.	.22	
		Des Moines, Ia.	Des Moines, Ia.	46.99	
			Ft. Dodge and Ruthven, Ia.	162.31	
				144.04	
					306.35

PROPERTY OPERATED—Continued.

NAME—	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
5. Hannibal & St. Joseph R. R. Co.....	Cameron Junction, Mo.	Kansas City, Mo.	54.30	.....
Union Pacific R. R. Co.	Council Bluffs, Ia.	South Omaha, Neb.	7.02	.....
.....	Kansas City, Mo.	North Topeka, Kan.	67.35	.....
.....	Lincoln, Col.	Peter, Col.	80.78	.....
.....	Denver, Col.	Pueblo, Col.	118.49	.....
Denver & Rio Grande R. R. Co.....	West of Roswell, Col.	Colorado Springs, Col.	27.16	.....
.....	Chicago, Milwaukee & St. Paul Ry. Co.....	Rosemount, Minn.	13.17	.....
.....	Iowa Central Ry. Co.	Newport, Minn.	11.32	.....
.....	Manly Junction, Ia.	Northwood, Ia. ....	.....	395.07
Total mileage operated .....	.....	.....	.....	5,579.12

*Exclusive of 11.32 miles trackage rights on Iowa Central Ry., between Manly Junction, Ia., and Northwood, Ia.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.8

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CAPITAL STOCK.

DESCRIPTION—	Number of Shares Authorized	Par Value of Shares	Total Par Value Authorized	Total Am't Issued and Outstanding	Dividends Declared During Year	
					Rate Per Cent	Amount
Capital stock—						
Common	750,000	\$100.00	\$75,000,000	\$74,817,100	6½	\$4,680,766.50
Preferred						
Total	750,000	\$100.00	\$75,000,000	\$74,817,100		\$4,680,766.50

MANNER OF PAYMENT FOR CAPITAL STOCK.

	Number of Shares Issued during year.	Cash Realized on Amount Issued during Year	Total No. Shares Issued and Outstanding.	Total Cash Realized.
Issued for cash:—				
Common	102,472.4	\$10,247,240	282,755	\$28,275,500
Preferred				
Issued for construction—				
Common				
Preferred				
Issued for reorganization —				
Common			419,600	41,960,000
Preferred				
Issued for acquisition of other properties	45,816	4,581,600	45,816	4,581,600
Total	148,288.4	\$14,828,840	748,171	\$74,817,100

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EXPLANATORY REMARKS.

At the annual meeting held in Chicago, June, 1898, resolutions were adopted for the payment to the Trustees of the Addition and Improvement Bonds on the first day of July, 1898, and on the first days of October, January, April and July, thereafter, up to and including January 1st, 1903, of \$125,000.00, to be distributed to Stockholders of record as a special dividend on the regular dividend day next following such payment.

There has been distributed during the year, in accordance with these resolutions, \$249,989.50, which is equivalent to one-half of one per cent on stock outstanding prior to August 1st, 1901, and which has been charged to Stockholders' Improvement Loan Account, and is not included in 6½ per cent dividend shown in Income Account.

45,816 shares stock issued in part payment for capital stock of B. C. R. and N. and R. I. and P. Rys. acquired by the C. R. I. and P. Ry. Co.

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

CLASS OF BOND OR OBLIGATION.	TIME		Amount of Authorized Issue	Amount Issued	Amount Outstanding	Cash Realized on Amount Issued	INTEREST			
	Date of Issue	When Due					Rate Pr Ct.	When Payable	Amt. Accrued During Year	Amount Paid During Year
First mortgage	1877	1917	\$12,500,000	\$12,500,000	\$12,500,000	\$12,500,000	6	J. & J.	\$750,000.00	\$875,000.00
4 per cent gen'l gold mortgage..	1898	1938	100,000,000	59,216,000	59,216,000	59,366,145	4	J. & J.	2,348,640.00	1,164,320.00
4 per cent gold bonds of 1902..	1902	1918	24,000,000	23,520,000	22,095,000	23,520,000	4	M. & N.	932,654.67	942,400.00
4 per cent gen'l gold mortgage.	1898	1938	.....	1,365,000	1,365,000	1,368,412	4	J. & J.	54,800.00	27,300.00
Mortgage bonds .....	.....	.....	\$112,500,000	\$71,716,000	\$71,716,000	\$71,866,145	.....	.....	\$3,098,640.00	\$1,589,320.00
Miscellaneous .....	.....	.....	24,000,000	24,885,000	23,460,000	24,888,412	.....	.....	987,254.67	969,700.00
Grand Total	\$136,500,000	\$96,601,000	\$95,176,000	\$96,754,557	\$4,085,394.67	\$2,509,020.00

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EXPLANATORY REMARKS.

Interest on first mortgage 6 per cent bonds and general gold mortgage 4 per cent bonds, due July 1, 1902, was paid during month of June, 1902, while the interest on same bonds, due July 1, 1903, was paid in July, 1903.

Four per cent gold bonds of 1902 are due in annual installments of equal amounts ending in 1916.

(Page 23.) RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT—	Amount Issued	Amount Outstanding	INTEREST	
			Amount Accrued during Year	Amount Paid during Year
Mortgage bonds—page 19	\$71,716,000.00	\$71,716,000.00	\$3,098,640.00	\$1,539,320.00
Miscellaneous obligations—page 19	24,885,000.00	23,460,000.00	987,254.67	989,700.00
Total	\$96,601,000.00	\$95,176,000.00	\$4,085,894.67	\$2,509,020.00

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1908.	
Cash	\$14,600,038.43	Receiver's certificates	\$5,276,902.31
Bills receivable	60,242.75	Loans and bills payable	8,491,684.98
Due from agents	1,324,693.57	Audited vouchers and accounts	1,487,314.80
Due from solvent companies and individuals	9,089,867.79	Wages and salaries	280,667.10
Net traffic balances due from other companies .....	.....	Net traffic balances due to other companies	1,598,620.00
Other cash assets (excluding "Materials and Supplies")* .....	.....	Matured interest coupons unpaid (Inc. coupons due July 1	68,940.00
		Rents due July 1	985,158.25
		Miscellaneous .....	.....
Total—Cash and current assets	\$25,074,840.54	Total—Current liabilities	\$13,123,985.42
Balance—Current liabilities .....	.....	Balance—Cash assets	11,950,855.12
Total	\$25,074,840.54	Total	\$25,074,840.54

*Materials and supplies on hand, \$3,521,555.24.

(See General Balance Sheet—page 49.)

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RECAPITULATION.

A. For Mileage owned by Road making this Report.
(Including Proprietary Companies Whose Operations Are Embraced in This Report.)

ACCOUNT—	Total Amount Outstanding	APPORTIONMENT		AMOUNT PER MILE OF LINE	
		To Railroads	To Other Properties	Miles	Amount
Capital stock—page 17.....	\$74,817,100.00	\$74,817,100.00	.....	3,244.56	\$23,059.00
Bonds—page 19 (grand total).....	95,176,500.00	71,716,000.00	\$23,460,000.00	3,244.56	22,104.00
Equipment trust obligations—page 21.....					
Total.....	\$169,993,600.00	\$146,533,100.00	\$23,460,000.00	3,244.56	\$45,163.00

B. For Mileage Operated by Road making this Report (Trackage Rights
excluded), the Operations of Which are Included in the
Income Account—Page 31.

NAME OF ROAD—	Capital Stock	Funded Debt	Total	AMOUNT PER MILE OF LINE	
				Miles	Amount
Chicago, Rock Island and Pacific Ry.....	\$74,817,160.00	\$71,716,000.00	\$146,533,100.00	3,244.56	\$45,163.00
Rock Island and Peoria Ry.....	1,500,000.00	450,000.00	1,950,000.00	121.50	16,049.00
Burlington, Cedar Rapids and Northern Ry.....	7,150,000.00	19,555,000.00	26,705,000.00	1,316.03	20,292.00
Peoria and Bureau Valley R. R.....	1,500,000.00	.....	1,500,000.00	46.99	31,922.00
Keokuk and Des Moines Ry.....	4,125,000.00	2,750,000.00	6,875,000.00	162.31	42,357.00
Des Moines and Fort Dodge R. R.....	5,046,500.00	3,072,000.00	8,118,500.00	144.04	56,863.00
Elld and Anadarko Ry.....	100,000.00	.....	100,000.00	148.60	675.00
Grand total.....	\$94,238,600.00	\$97,543,000.00	\$191,781,600.00	5,184.05	\$96,994.00

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY. 8

(Page 27.) COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM—	Expenditures During Year Not Included in Operating Expenses		Total Cost to June 30, 1902	Total Cost to June 30, 1903	Cost Per Mile
	Charged to Income Acc't as Permanent Improvements	Charged to Construction or Equip- ment			
CONSTRUCTION:					
Engineering		*\$10,392.70			
Right of way and station grounds		121,258.77			
Real estate		1,255,768.33			
Grading		189,331.01			
Tunnels		106,265.12			
Bridges, trestles, and culverts		963,383.81			
Ties		10,406.70			
Rails		10.90			
Track fastenings		52,309.55			
Frogs and switches		12,351.08			
Ballast		921.02			
Track laying and surfacing		21,887.99			
Fencing right of way		4,407.23			
Crossings, cattle guards, and signs		1,103,379.33			
Interlocking or signal apparatus		95,372.40			
Telegraph lines		13,579.14			
Station buildings and fixtures		8,616.87			
Shops, roundhouses, and turntables					
Shop machinery and tools					
Water stations					
Grain elevators					
Storage warehouses					
Docks and wharves					
Electric light plants					
Electric motive power plants					
Gas making plants					
Miscellaneous structures		42,412.22			
Legal expenses					
Interest and discount					
General expenses		469.08			
Total Construction		\$2,391,818.90	\$98,121,511.53	\$100,513,320.83	\$30,979.03
*Deduct.					

(Page 29.) COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.
Continued.

ITEM—	Expenditures During Year Not Included in Operating Expenses		Total Cost to June 30, 1902	Total Cost to June 30, 1903	Cost Per Mile
	Charged to Income Acct as Permanent Improvements	Charged to Construction or Equip- ment			
EQUIPMENT:					
Locomotives					
Passenger cars					
Sleeping, parlor, and dining cars					
Baggage, express, and postal cars					
Combination cars					
Freight cars					
Other cars of all classes					
Floating equipment					
Total equipment		\$1730 809.28	\$18 120 750.07	\$17 389 940.79	\$6 359.72
Total construction—page 27		2,391,818.36	98,121 811.53	100,513 339.83	\$0,979.08
Grand total cost construction, equipment, etc.					
Total cost construction, equipment, etc.—State of Minnesota		\$1 681 009.02	\$16 242 261.60	\$117,903 270.62	\$36,338.75

*Deduct.

Does the absence of any entry under the heading "Included in Operating Expenses" (page 27 or 29) mean that no expenditures for permanent improvements or betterments have been charged to Operating Expense Accounts? Yes.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.8

(Page 31.)

INCOME ACCOUNT.

For Roads Making Operating Reports.

Gross earnings from operation—page 35.....	\$36,809,492.41	
Less operating expenses—page 45.....	23,049,554.43	
Income from operation		\$13,259,938.18
Dividends on stocks owned—page 37.....	\$567,892.20	
Interest on bonds owned—page 39.....	412,148.04	
Miscellaneous income—less expenses—page 41.....	1,278,818.08	
Income from other sources		2,258,858.27
Total income		\$15,518,798.45
DEDUCTIONS FROM INCOME—		
Interest on funded debt accrued—page 23.....	\$4,085,894.67	
Rents paid for lease of road—page 47, A.....	2,115,534.84	
Taxes—page 79, A.....	1,089,695.23	
Total deductions from income.....		7,291,124.71
Net income		\$8,227,671.71
Dividends, 6¼ per cent, common stock—page 17.....	\$4,680,766.50	
*Other payments from net income.....	937,891.07	
Total		5,618,657.57
Surplus from operations of year ending June 30, 1903..		2,609,014.14
Surplus on June 30, 1902 (from general balance sheet, 1902 report)		13,907,194.98
Surplus on June 30, 1903 (for entry on general balance sheet, page 51)		\$16,516,209.12

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EXPLANATORY REMARKS.

*"Other payments from net income."—

Amount set aside from income to provide for additions and improvements..... \$937,891.07

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

(Page 35.)

ITEM—	Gross Earnings from Business Originating and Terminating in State of Minnesota	Deductions Account of Repayments Etc.	Actual Earnings	Gross Earnings from Interstate Business Accruing to State of Minnesota, Divided on Straight Mileage Basis	Deductions Account of Repayments Etc.	Actual Earnings	Total Gross Earnings, Including Local and Interstate Business Accruing to State of Minnesota
PASSENGER—							
Passenger revenue	\$86,634.74			\$81,277.16			
Less repayments—		\$5,539.73			\$5,726.49		
Tickets redeemed							
Excess fares refunded							
Other repayments		\$5,539.73					
Total deductions			\$81,045.01			\$77,550.67	\$135,596.68
Total passenger revenue			14,008.57				14,008.57
Mail			5,437.58				5,437.58
Express			1,650.09	\$1,584.90		1,584.90	3,234.99
Extra baggage and storage	\$1,650.09						
Other items							
Total passenger earnings			\$102,141.23			\$79,135.57	\$181,276.80
FREIGHT—							
Freight revenue			66,245.86	\$79,360.49			
Less repayments—					\$4,780.92		
Overcharge to shippers							
Other repayments							
Total deductions					\$4,780.92		
Total freight revenue			\$66,245.86			\$674,579.57	\$440,825.43
Total freight earnings			\$66,245.86			\$674,579.57	\$440,825.43
Total passenger and freight earnings			\$168,387.06			\$443,715.14	\$622,102.23
OTHER EARNINGS FROM OPERATION—							
Switching charges—bal			53.90				
Hire of equipment—bal			1,649.08				
Telegraph Companies			4,912.83				
Rents from tracks, yards, and terminals—page 41			108.06				
Rents not otherwise provided for			1,168.49				
Other sources							
Total other earnings			\$7,887.23			\$453,715.14	\$7,887.23
Total gross earnings from operation—Minnesota			\$176,274.32				\$630,989.46
Total gross earnings from operation—Entire line							\$638,808.492.61

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY. 8

(Page 37.)

STOCKS OWNED.

A. Railway Stocks.

NAME—	Total Par Value.	Rate, Per Ct.	Income or Dividend Received.	Valuation.
Total.....	\$90,314,075 00	.....	\$556,726.48	\$32,401,407 03

B. Other Stocks.

Total	\$319,660.00	.....	\$1,165.72	\$100,020.00
Grand total—A and B.....	\$90,633,675.00	.....	\$567,892 20	\$32,501,427.03

(Page 39.)

BONDS OWNED.

A. Railway Bonds.

NAME—	Total Par Value	Rate Per Ct.	Income or Interest Received.	Valuation.
Total	\$3,525,150.00	.....	\$412,148.04	\$3,210,454.33

8 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 41.)

RENTALS RECEIVED.

Rents Received from Lease of Tracks, Yards, and Terminals.

Designation of Property	Situation of Property	Company Using Property	Item	Totals
Tracks	St. Joseph to Winthrop.	Atch., T. & S. F.	\$2,228.28	.....
Tracks	South Englewood to Brainerd Junction...	Baltimore & Ohio.	18,299.04	.....
Tracks	Beverly to Stillings....	Chicago Great W.	1,800.00	.....
Tracks	Cedar Rapids	Ill. Cent. R. R....	2,900.00	.....
Tracks	Glenville to Albert Lea.	Ill. Cent. R. R....	2,284.20	.....
Tracks	Northwood to Albert Lea	Iowa Cent. R. R....	3,754.90	.....
Tracks	Englewood to Chicago.	N. Y. C. & St. L..	18,000.00	.....
Total .....	.....	.....	.....	\$49,266.42
Yards	Council Bluffs	C., B. & Q.	95.00	.....
Yards	Council Bluffs	C., M. & St. P....	95.00	.....
Yards	Council Bluffs	C. & N-W.	95.00	.....
Yards	Fort Dodge	Mpls. & St. Louis.	300.00	.....
Yards	Grove st., Chicago.....	N. Y. C. & St. L..	1,066.20	.....
Total .....	.....	.....	.....	1,651.20
Terminals	12th st., Chicago.	N. Y. C. & St. L..	\$2,800.00	.....
Terminals	Van Buren st., Chicago.	N. Y. C. & St. L..	5,500.00	.....
Terminals	Peoria	Pekin & Peoria...	8,400.00	.....
Total .....	.....	.....	.....	16,700.00
Grand total...	.....	.....	.....	\$67,617.62

MISCELLANEOUS INCOME.

ITEM.	Gross Income.	Less Expenses.	Net Miscellaneous Income.
Exchange interest and discount	\$898,646.30	\$2,680.49	\$895,965.81
Des Moines and Fort Dodge bonds sold	313,244.90	.....	313,244.90
Rent from company property	52,199.96	.....	52,199.96
Miscellaneous	17,407.36	.....	17,407.36
Total	\$1,281,498.52	\$2,680.49	\$1,278,818.03

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY. 8

(Page 43.)

OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

Repairs of Roadway	\$2,771,809.07
Renewals of rails	408,978.65
Renewals of ties	614,822.32
Repairs and Renewals of Bridges and Culverts	761,199.58
Repairs and Renewals of Fences, Road Crossings, Signs and Cattle Guards	115,825.32
Repairs and Renewals of Buildings and Fixtures	840,060.49
Repairs and Renewals of Docks and Wharves	159.47
Repairs and Renewals of Telegraph	45,820.12
Stationery and Printing	11,192.86
Other Expenses	6,159.18
Total	\$5,075,424.56

MAINTENANCE OF EQUIPMENT.

Superintendence	\$180,214.89
Repairs and Renewals of Locomotives	1,727,854.32
Repairs and Renewals of Passenger Cars	407,611.41
Repairs and Renewals of Freight Cars	1,260,178.37
Repairs and Renewals of Work Cars	49,038.00
Repairs and Renewals of Shop Machinery and Tools	168,995.52
Stationery and Printing	10,737.62
Other expenses	*359,948.03
Total	\$3,444,677.10

CONDUCTING TRANSPORTATION.

Superintendence	\$460,715.40
Engine and Roundhouse Men	2,330,176.41
Fuel for Locomotives	2,926,512.28
Water Supply for Locomotives	139,843.00
Oil, Tallow, and Waste for Locomotives	67,025.15
Other supplies for locomotives	89,246.47
Train Service	1,601,707.19
Train Supplies and Expenses	517,558.68
Switchmen, flagmen, and watchmen	779,821.08
Telegraph Expenses	460,266.10
Station Service	1,287,381.50
Station Supplies	160,858.53
Car Mileage—Balance	235,847.09
Loss and Damage	339,930.14
Injuries to persons	305,801.25
Clearing Wrecks	58,238.39
Advertising	219,662.56
Outside Agencies	595,794.97
Stock yards and elevators	1,183.75
Rents for tracks, yards, and terminals—page 47, B	506,684.62
Rents of buildings and other property	173,823.26
Stationery and Printing	236,458.66
Other expenses	32,368.13
Total	\$13,526,914.90

GENERAL EXPENSES.

Salaries of General Officers	\$229,447.39
Salaries of Clerks and Attendants	877,655.40
General Office Expenses and Supplies	18,810.72
Insurance	12,493.68
Law Expenses	157,456.29
Stationery and Printing (General Officers)	66,518.71
Other expenses	140,680.88
Total	\$1,002,587.87

RECAPITULATION OF EXPENSES.

Maintenance of Way and Structures	\$5,075,424.56
Maintenance of Equipment	3,444,677.10
Conducting Transportation	13,526,914.90
General Expenses	1,002,587.87
Grand Total	\$28,049,554.43
Percentage of Expenses to Earnings—Entire Line	63.48

OPERATING EXPENSES—STATE OF MINNESOTA.

Maintenance of Way and Structures	\$121,799.10
Maintenance of Equipment	69,724.37
Conducting Transportation	354,644.93
General Expenses	22,969.82
Total	\$569,138.22
Percentage of Expenses to Earnings—Minnesota	90.34
*Deduct.	

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RENTALS PAID.

A. Rents Paid for Lease of Road.

NAME OF ROAD—	Interest on Bonds Guaranteed.	Dividends on Stock Guaranteed	Cash	Total
B. C. R. & N.	\$1,090,095.93	\$429,000.00	.....	\$1,519,095.93
B. I. & P.	27,000.00	90,000.00	.....	117,000.00
Burlington & Western Valley .....	.....	.....	\$195,000.00	195,000.00
Keokuk & Des Moines	157,500.00	.....	\$3,345.01	160,845.01
Des Moines & Ft. Dodge	104,890.00	.....	\$2,710.86	107,600.86
Total rents, A.	\$1,359,475.93	\$519,000.00	\$237,066.96	\$2,115,534.94

B. Rents Paid for Lease of Tracks, Yards, and Terminals.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item	Total
Tracks	Cameron Junction to Kansas City	H. and St. J. Railway	\$43,871.40	.....
Tracks	Council Bluffs to South Omaha	Union Pacific Railway	45,000.00	.....
Tracks	Kansas City to Topeka	Union Pacific Railway	35,916.00	.....
Tracks	Timon to Denver	Union Pacific Railway	78,658.58	.....
Tracks	Denver to Pueblo	D. and R. G.	94,063.32	.....
Tracks	Mainly Junction to Northwood	Iowa Central	2,621.14	.....
Tracks	Erin to Rosemont	Chicago, Milwaukee & St. Paul Railway	10,498.48	.....
Tracks	Newport to St. Paul	C. M. & St. P. and C. B. & Q.	2,924.56	.....
Tracks	Through St. Paul	C. M. & St. P. and C. St. P. M. & O.	2,000.00	.....
Tracks	St. Paul to Minneapolis	Chicago, Milwaukee & St. Paul Railway	21,247.33	.....
Tracks	Missouri River Bridge Tolls .....	.....	169,834.11	.....
Total .....	.....	.....	.....	\$506,634.92

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY. 8

COMPARATIVE GENERAL BALANCE SHEET.

(Page 49.)

JUNE 30, 1902		ASSETS—		JUNE 30, 1903		YEAR ENDING JUNE 30, 1903	
Item	Total			Item	Total	Increase	Decrease
.....	\$98,121,511.53	Cost of road—Page 27.....		.....	\$100,513,329.83	\$2,391,818.30	.....
.....	18,120,750.07	Cost of equipment—Page 29.....		.....	17,389,940.79	.....	\$730,809.28
.....	27,622,414.17	Stocks owned—Page 37.....		.....	32,501,427.08	4,879,012.86	.....
.....	4,835,086.73	Bonds owned—Page 39.....		.....	3,210,451.33	.....	1,624,634.40
.....	.....	Other permanent investments.....		.....	.....	.....	.....
.....	.....	Advances for equipment.....		.....	7,044,187.83	.....	.....
.....	436,699.92	Loans and investments.....		.....	7,309,947.78	.....	.....
.....	5,546,224.32	Advances to subsidiary companies.....		.....	11,354,073.62	5,807,849.30	.....
.....	.....	Lands owned.....		.....	25,074,840.54	8,185,893.71	.....
.....	16,868,046.83	Cash and current assets—Page 23.....		.....	617,379.88	230,887.71	.....
.....	380,492.17	Deferred assets.....		.....	.....	.....	.....
.....	.....	Other Assets—.....		.....	.....	.....	.....
.....	.....	Equipment trusts.....		.....	.....	.....	.....
.....	2,754,479.22	Materials and supplies.....		.....	3,621,555.34	767,076.02	.....
.....	.....	Sinking fund.....		.....	.....	.....	.....
.....	.....	Sundries.....		.....	.....	.....	.....
.....	.....	Profit and loss—Page 31 (or 33).....		.....	.....	.....	.....
.....	Grand total.....		\$208,637,136.87	\$83,324,529.91
.....	\$174,712,606.86		

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY. 8

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IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

1. Road from Comus North to St. Paul and Minneapolis opened for passenger traffic Nov. 2, 1902; for freight traffic Jan. 25, 1903. Total increase in mileage, 62.48.

2. Decrease in mileage account remeasurements, .15.

6. \$15,000,000 additional capital stock authorized at meeting of stockholders, June 4, 1902.

7. There were \$1,000,000 4 per cent bonds issued under General Gold Bonds Mortgage for construction and improvements as per terms of mortgage.

8. There have been retired \$1,435,000 of the 4 per cent Gold Bonds of 1902, as per terms of mortgage.

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing Contracts, Agreements, Arrangements, etc., with other Companies or persons, concerning the Transportation of Freight or Passengers. Give the statement in the following order, viz: 1. Express Companies. 2. Mails. 3. Sleeping, Parlor, or Dining Car Companies. 4. Freight or Transportation Companies or Lines. 5. Other Railroad Companies. 6. Steamboat or Steamship Companies. 7. Telegraph Companies. 8. Telephone Companies. 9. Other Contracts.

1. The United States Express Co. runs over all lines operated by this company, for which they pay a specified annual rental, based on gross earnings.

2. The Government pays a specified amount per annum, based on weights of mails, and regulations imposed by Congress and the Post Office Department.

3. Sleeping cars are owned and operated by the Pullman Company on mileage basis. Dining cars are owned and operated by this company.

7. The Western Union Telegraph Co. owns and operates the telegraph lines used by this company. This company furnishes operators and receives a portion of earnings based on receipts of certain railway offices.

8. Local arrangements at various points at varying rates.

(Page 57.) SECURITY FOR FUNDED DEBT—Page 23.

CLASS OF BOND OR OBLIGATION—	WHAT ROAD MORTGAGED		Miles	Amount of Mortgage Per Mile of Line	What Equipment owned by company when purchased for use of these bonds	What Income Mortgaged	What Securities Mortgaged
	From	To					
First mortgage bonds.....	Chicago, Ill.....	Council Bluffs, Ia.....	500.46	.....	.....	.....	.....
	Davenport, Ia.....	Knoxville, Ia.....	143.77	.....	.....	.....	.....
	Willton, Ia.....	Muscataine, Ia.....	12.04	.....	.....	.....	.....
	S. Englewood, Ill.....	S. Chicago, Ill.....	7.43	.....	.....	.....	.....
	Newton, Ia.....	Monroe, Ia.....	17.02	.....	.....	.....	.....
	Atlantic, Ia.....	Audubon, Ia.....	24.41	.....	.....	.....	.....
	Atlantic, Ia.....	Griswold, Ia.....	14.22	.....	.....	.....	.....
	Avoca, Ia.....	Carson, Ia.....	17.73	.....	.....	.....	.....
			737.08	\$16,965	Equipment purchased for use of these bonds	.....	Chicago, Rock Island & Texas railway bonds \$1,965,000
Four per cent general gold mortgage bonds.....	All road enumerated under heading 1A and 1B on page 8 subject, however, to prior lien of the first mortgage on 737.08 miles detailed above, and also excepting the following: Lawton, O. T..... Chattanooga, O. T..... Liberal, Kan..... Terahoma, O. T.....				All equipment purchased for use of these bonds	.....	.....
Four per cent gold bonds of 1902.....	All stocks, bonds and other property purchased with proceeds of these bonds		75.91	18,698

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.8

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EMPLOYEES AND SALARIES—STATE OF MINNESOTA.

CLASS—	Number	Total No. of Days Worked.	Total Yearly Compensation	Average Daily Compensation.
General officers .....	.....	.....	.....	.....
Other officers .....	.....	.....	.....	.....
Station agents	31	10,267	\$17,454.77	\$1.70
Other station men	53	8,763	6,912.78	.79
Enginemen	19	2,957	11,060.45	3.74
Firemen	18	2,623	5,875.86	2.24
Conductors	17	5,265	15,899.39	3.02
Other trainmen	50	3,477	5,875.88	1.69
Machinists .....	.....	.....	.....	.....
Carpenters .....	.....	.....	.....	.....
Other shopmen	62	11,730	22,639.35	1.93
Section foremen	43	11,258	19,701.42	1.75
Other trackmen	170	32,351	53,055.58	1.64
Switchmen, flagmen, and watchmen	7	1,340	1,728.19	1.29
Telegraph operators and dispatchers	25	2,666	5,011.76	1.88
Employees—account floating equipment .....	.....	.....	.....	.....
All other employees and laborers	16	4,723	7,604.06	1.61
Total (including "General Officers")— Minnesota	511	97,420	\$172,819.49	\$1.77
Less "General Officers" .....	.....	.....	.....	.....
Total (excluding "General Officers")— Minnesota	511	97,420	\$172,819.49	\$1.77
Distribution of Above—	.....	.....	.....	.....
General administration .....	.....	.....	.....	.....
Maintenance of way and structures	215	44,081	\$73,517.40	\$1.67
Maintenance of equipment	55	10,557	20,375.42	1.93
Conducting transportation	241	42,782	78,926.67	1.84
Total (including "General Officers")— Minnesota	511	97,420	\$172,819.49	\$1.77
Less "General Officers" .....	.....	.....	.....	.....
Total (excluding "General Officers")— Minnesota	511	97,420	\$172,819.49	\$1.77
Total (including "General Officers")— Entire Line	25,149	6,711,208	\$13,293,806.99	\$1.98

8 REPORT RAILROAD AND WAREHOUSE COMMISSION.

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TRAFFIC AND MILEAGE STATISTICS—STATE OF MINNESOTA.

ITEM—	Column for No. Passen- gers, Tonnage, Car Mileage, No. Cars, etc.	Columns for Revenue and Rates.
		Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue....	207,296	
Number of passengers carried one mile.....	6,264,270	
Number of passengers carried one mile per mile of road.....	25,506	
Average distance carried, miles.....	30.22	
Total passenger revenue—Page 35.....		158,595.68
Average amount received from each passenger.....		.76.507
Average receipts per passenger per mile.....		.02.532
Total passenger earnings—Page 35.....		181,276.80
Passenger earnings per mile of road.....		738.10
Passenger earnings per train mile.....		.67.901
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue— Page 63.....	660,097	
Number of tons carried one mile.....	45,929,987	
Number of tons carried one mile per mile of road.....	187,011	
Average distance haul of one ton, miles.....	69.58	
Total freight revenue—Page 35.....		440,825.43
Average amount received for each ton of freight.....		.66.782
Average receipts per ton per mile.....		.00.960
Total freight earnings—Page 35.....		440,825.43
Freight earnings per mile of road.....		1,340.27
Freight earnings per train mile.....		1.34.027
TOTAL TRAFFIC—		
Gross earnings from operation—Page 35.....		629,969.46
Gross earnings from operation per mile of road.....		2,565.10
Gross earnings from operation per train mile.....		1.15.451
Operating expenses—Page 45.....		569,138.22
Operating expenses per mile of road.....		2,317.34
Operating expenses per train mile.....		1.04.300
Income from operation—Page 31.....		60,851.24
Income from operation per mile of road.....		247.76
CAR MILEAGE, ETC.—		
Mileage of passenger cars.....	994,220	
Average number of passenger cars per train mile.....	3.72	
Average number of passengers per train mile.....	23	
Mileage of loaded freight cars—North or East.....	1,591,827	
Mileage of loaded freight cars—South or West.....	1,724,480	
Mileage of empty freight cars—North or East.....	682,709	
Mileage of empty freight cars—South or West.....	605,042	
Average number of freight cars per train mile.....	13.99	
Average number of loaded cars per train mile.....	10.08	
Average number of empty cars per train mile.....	3.91	
Average number of tons of freight per train mile.....	139.64	
Average number of tons of freight per loaded car mile.....	13.65	
Average mileage operated during year.....	245.60	
TRAIN MILEAGE—	Miles	Miles
Mileage of revenue passenger trains.....		216,769
Mileage of locomotives employed in "helping" passen- ger trains.....		
Percentage of "helping" to revenue train mileage.....		
Mileage of revenue mixed trains.....		50,202
Mileage of revenue freight trains.....		278,705
Mileage of locomotives employed in "helping" mixed and freight trains.....		
Percentage of "helping" to revenue train mileage.....		
Total revenue train mileage.....		545,676
Mileage of nonrevenue trains.....		29,565

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY. 8

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TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE.

ITEM—	Column for No. Passen- gers, Tonnage, Car Mileage, No. Cars, etc.	Columns for Revenue and Rates.
		Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue....	9,548,940	.....
Number of passengers carried one mile.....	438,703.832	.....
Number of passengers carried one mile per mile of road.....	79,756	.....
Average distance carried, miles.....	45.94	.....
Total passenger revenue—Page 35.....		9,460,957.07
Average amount received from each passenger.....		.99.078
Average receipts per passenger per mile.....		.02.157
Total passenger earnings—Page 35.....		11,224,758.25
Passenger earnings per mile of road.....		2,040.66
Passenger earnings per train mile.....		1.01.424
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue— Page 63.....	10,597,541	.....
Number of tons carried one mile.....	2,452,729.874	.....
Number of tons carried one mile per mile of road.....	445,905	.....
Average distance haul of one ton, miles.....	231.44	.....
Total freight revenue—Page 35.....		24,845,456.73
Average amount received for each ton of freight.....		2.34.445
Average receipts per ton per mile.....		.01.013
Total freight earnings—Page 35.....		24,845,456.73
Freight earnings per mile of road.....		4,516.90
Freight earnings per train mile.....		1.90.224
TOTAL TRAFFIC—		
Gross earnings from operation—Page 35.....		36,309,492.61
Gross earnings from operation per mile of road.....		6.601.05
Gross earnings from operation per train mile.....		1.53.803
Operating expenses—Page 45.....		23,049,554.43
Operating expenses per mile of road.....		4,190.40
Operating expenses per train mile.....		.97.635
Income from operation—Page 31.....		13,259,938.18
Income from operation per mile of road.....		2,410.65
CAR MILEAGE, ETC.—		
Mileage of passenger cars.....	52,082,994	.....
Average number of passenger cars per train mile.....	4.71	.....
Average number of passengers per train mile.....	40	.....
Mileage of loaded freight cars—North or East.....	84,105,710	.....
Mileage of loaded freight cars—South or West.....	105,850,169	.....
Mileage of empty freight cars—North or East.....	53,413,616	.....
Mileage of empty freight cars—South or West.....	36,754,332	.....
Average number of freight cars per train mile.....	21.45	.....
Average number of loaded cars per train mile.....	14.54	.....
Average number of empty cars per train mile.....	6.91	.....
Average number of tons of freight per train mile.....	187.79	.....
Average number of tons of freight per loaded car mile.....	12.91	.....
Average mileage operated during year.....	5,500.56	.....
TRAIN MILEAGE—		
Mileage of revenue passenger trains.....		10,546,591
Mileage of locomotives employed in "helping" passen- ger trains, see page 47.....		.....
Percentage of "helping" to revenue train mileage.....		.....
Mileage of revenue mixed trains.....		520,607
Mileage of revenue freight trains.....		12,540,542
Mileage of locomotives employed in "helping" passenger, mixed and freight trains.....	206,517	.....
Percentage of "helping" to revenue train mileage.....		.....
Total revenue train mileage.....		23,607,740
Mileage of nonrevenue trains.....		671,616

8 REPORT RAILROAD AND WAREHOUSE COMMISSION.

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FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

COMMODITY—	Freight Originating on this Road Tons	Freight Received from Con- necting Roads and Other Carriers Tons	Total Freight Tonnage	
			Whole Tons	Per Ct.
Products of Agriculture—				
Grain	102,345	28,610	130,955	19.84
Flour	16,374	1,707	18,081	2.74
Other mill products.....	15,112	1,228	16,340	2.47
Hay	2,637	2,147	4,784	.73
Cotton	814	1,112	1,926	.30
Fruit and vegetables.....	5,864	4,798	10,662	1.62
Seeds	1,061	868	1,929	.29
Products of Animals—				
Live stock	39,712	10,830	50,542	7.66
Dressed meats	4,176	1,058	5,234	.79
Other packing-house products.....	3,864	540	4,404	.67
Poultry, game and fish.....	751	614	1,365	.21
Wool	151	124	275	.04
Hides and leather.....	860	703	1,563	.24
Products of Mines—				
Anthracite coal .....	.....	1,523	1,523	.23
Bituminous coal	87,412	16,548	103,960	15.75
Ores	672	550	1,222	.18
Stone, sand and other like articles.....	14,638	11,977	26,615	4.03
Salt	1,709	1,390	3,108	.47
Products of Forest—				
Lumber	21,679	17,737	39,416	5.97
Railroad ties	2,276	1,862	4,138	.63
Other forest products.....	5,047	4,129	9,176	1.39
Manufactures—				
Petroleum and other oils.....	2,433	1,990	4,423	.67
Sugar	3,744	3,064	6,808	1.03
Iron, pig and bloom.....	3,523	2,883	6,406	.97
Iron and steel rails.....	1,697	1,389	3,086	.47
Other castings and machinery.....	2,727	2,231	4,958	.76
Bar and sheet metal.....	5,934	4,855	10,789	1.63
Cement, brick and lime.....	13,025	10,656	23,681	3.59
Agricultural implements	3,233	2,645	5,878	.89
Wagons, carriages, tools, etc.....	1,270	1,047	2,326	.35
Wines, liquors and beers.....	2,754	2,253	5,007	.76
Household goods and furniture.....	3,798	3,107	6,905	1.04
Merchandise	43,352	35,469	78,821	11.84
Miscellaneous; other commodities not mentioned above.....	35,085	28,706	63,791	9.66
Total tonnage—Minnesota	449,738	210,359	660,097	100.00
Total tonnage—Entire line.....	5,664,542	4,932,999	10,597,541

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.8

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DESCRIPTION OF EQUIPMENT.

ITEM.	No. Added During Year	Total No. at End of Year	Equipment Fitted With Train Brake		Equipment Fitted With Automatic Coupler	
			No.	Name	No.	Name
Locomotives—Owned and leased						
Passenger	47	225	225	Westinghouse	225	Janney.
Freight	185	547	547	Westinghouse	547	Janney.
Switching	36	157	119	Westinghouse	157	Janney.
Total locomotives in service		929			929	
Less locomotives leased.....						
Total locomotives owned....	268	929	891		929	
Cars—Owned and leased:						
In Passenger Service—						
First-class cars.....	71	298	298	Westinghouse	109	National.
Second-class cars.....	13	64	64	Westinghouse	189	Janney.
Combination cars	9	72	72	Westinghouse	44	Janney.
Composite Cars.....	11	11	11	Westinghouse	20	National.
Dining cars.....	2	17	17	Westinghouse	44	National.
Parlor Cars.....		2	2	Westinghouse	27	Janney.
Sleeping Cars.....					1	Tolver.
Baggage, express and postal cars	43	160	147	Westinghouse	11	Janney.
Other cars in passenger ser- vice					11	Janney.
Total	149	624	611		6	National.
In Freight Service—						
Box cars	6,172	18,949	12,616	{ 556 Boyden..... 12,060 Westing- house	18,941	{ Fox. Heim. Janney. Kelso. Williams. Chicago.
Flat cars	394	1,734	749	Westinghouse	1,734	{ Heim. Janney.
Stock cars	619	3,586	2,736	Westinghouse	3,586	{ 3243 Janney. 103 Williams. 240 Chicago.
Coal cars	286	1,860	1,273	Westinghouse	1,860	{ 1,655 Janney. 50 Heim. 50 Chicago. 105 Williams.
Tank cars						
Refrigerator cars	177	347	347	{ 342 West'ghouse 5 Boyden.....	347	{ 34 Williams. 313 Janney.
Other cars in freight ser- vice	57	57	3	Westinghouse	57	{ 3 Chicago. 1 Williams. 53 Janney.
Total	7,705	26,533	17,724		26,525	

8 REPORT RAILROAD AND WAREHOUSE COMMISSION.

DESCRIPTION OF EQUIPMENT—Continued.

ITEM.	No. Added During Year	Total No. at End of Year	Equipment Fitted With Train Brake		Equipment Fitted with Automatic Coupler		
			No.	Name	No.	Name	
In Company's Service—							
Officers' and pay cars.....	18	26	26	Westinghouse	26	{ 15 Janney. 1 Miller. 10 National. 70 Chicago.	
Gravel cars	549	935	621	Westinghouse	920	{ 25 Williams. 835 Janney. 42 Janney. 3 Tower.	
Derrick cars	29	45	23	Westinghouse	45	{ 17 Chicago. 56 Williams. 364 Janney. 17 Chicago.	
Caboose cars	145	438	37	Westinghouse	437	{ 56 Williams. 364 Janney. 17 Chicago. 56 Williams.	
Other road cars.....	20	127	19	Westinghouse	125	{ 56 Williams. 52 Janney.	
Total	761	1,571	726		1,553		
Total cars in service.....		28,728					
Total cars owned.....	8,615	28,728	19,061		28,702		
Cars contributed to fast freight line service.....		2	2	Westinghouse	2	{ 1 Janney. 1 Chicago.	

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MILEAGE.

Mileage of Road Operated (All Tracks).

LINE IN USE—	Line Represented by Capital Stock		Line of Proprietary Companies	Line Operated Under Lease	Line Operated Under Contract Etc.	Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs							Iron	Steel
Miles of single track	2,333.61	910.95	148.60	1,484.54	306.35	395.07	5,579.12	114.14	81.52	5,497.60
Miles of second track	270.99	.....	.....	3.08	.....	.....	274.07	.....	.....	274.07
Miles of third track	9.43	.....	.....	.....	.....	.....	9.43	.....	.....	9.43
Miles of fourth track .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of yard track and sidings	536.12	157.26	.....	275.73	31.59	.....	1,045.70	.....	7.86	1,037.84
Total Mileage Operated (all tracks) ..	3,200.15	1,063.21	148.60	1,763.35	337.94	395.07	6,908.32	114.14	89.38	6,818.94

B. Mileage of Line Operated by States and Territories (Single Track).

State or Territory—	Illinois	Iowa	Missouri	Minnesota	North Dakota	Nebraska	Colorado	Kansas	Oklahoma	Indian Ter.	Indian Ter.	Total mileage operated (single Track)
Miles of single track	182.09	512.76	231.76	.....	123.74	166.89	837.19	174.45	104.73	.....	.....	2,333.61
Miles of second track
Miles of third track
Miles of fourth track
Miles of yard track and sidings
Total Mileage Operated (all tracks) ..	182.09	512.76	231.76	.....	123.74	166.89	837.19	174.45	104.73	.....	.....	2,333.61
Miles of single track
Miles of second track
Miles of third track
Miles of fourth track
Miles of yard track and sidings
Total Mileage Operated (all tracks)

MILEAGE—Continued.

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OR TERRITORY—	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year.	RAILS	
	Main Line	Branches and Spurs			Iron	Steel
Illinois	182.09	12.35	194.44	.....	.....	194.44
Iowa	512.76	359.92	872.68	.....	.....	872.68
Missouri	231.76	65	232.41	.....	.....	232.41
Minnesota .....	.....	.....	.....	.....	.....	.....
South Dakota .....	.....	.....	.....	.....	.....	.....
Nebraska	123.74	121.62	245.36	.....	.....	245.36
Colorado	166.89	.....	166.89	.....	.....	166.89
Kansas	837.19	219.18	1,056.37	.....	.....	1,056.37
Oklahoma Ter.	174.45	188.23	371.68	106.67	.....	371.68
Indian Ter.	104.73	.....	104.73	.....	.....	104.73
Total mileage owned (single track)	2,333.61	910.95	3,244.56	108.67	3,244.56

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY. 8

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MILEAGE—STATE OF MINNESOTA.

Mileage of Road Operated (All Tracks).

LINE IN USE—	Line Represented by Capital Stock		Line of Proprietary Companies	Line Operated Under Lease	Line Operated Under Contract Etc.	Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs							Iron	Steel
Miles of single track.....	235.87	.....	45.33	281.20	5.47	.....	281.20
Miles of yard track and sidings.....	31.60	.....	.....	31.60	.....	.....	31.60
Total mileage operated (all tracks).....	267.47	.....	45.33	312.80	5.47	.....	312.80

B. Mileage of Line Operated by States and Territories (Single Track).

State of Minnesota.....	.....	.....	.....	235.87	.....	45.33	281.20	5.47	.....	281.20
Total mileage operated (single track).....	.....	.....	.....	235.87	.....	45.33	281.20	5.47	.....	281.20

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OF MINNESOTA—	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs			Iron	Steel
Minnesota
Total mileage owned (single track)

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RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind	Tons	Weight Per Yard. Pounds	Av. Price Per Ton at Distribut'g Point. Dollars	Kind	Number	Av. Price at Distributing Point. Cents
Steel.....	11.98	89	28.01	First oak.....	6,111	60.12
				Second oak.....	82	33.65
				First cedar.....	7,198	53.17
				Second cedar.....	39	24.58
				Special switch.....	539	68.50
Total steel	11.98	.....	28.01	Total.....	13,969	56.61

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES—	Coal, Tons, Bituminous	Wood, Cords, Soft	Total Fuel Consumed, Tons	Miles Run	Average Pounds Consumed Per Mile
Passenger	9,233	.....	9,233	224,675	82.19
Freight	17,553	.....	17,553	293,582	119.58
Switching	1,981	.....	1,981	39,022	101.53
Construction	858	.....	858	16,213	105.84
Total	29,623	.....	29,625	573,492	108.31
Average cost at distributing point.	\$2.305	.....	.....	.....	.....

ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

A. Accidents Resulting from the Movement of Trains, Locomotives or Cars.

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CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

(Page 73.)

WORKING DIVISIONS OR BRANCHES			ALIGNMENT			PROFILE						
From	To	Miles	Num- ber of Curves	Agg'ate Length of Curved Line Miles	Length of Straight Line Miles	Length of Level Line Miles	No.	Sum of Ascents Feet	Aggregate Length of Ascending Grades Miles	No.	Sum of Descents Feet	Aggregate Length of Descending Grades Miles
State Line, between Ia. and Minnesota, via Elleworth.....	State Line, between Minnesota and South Dakota.....	55.34	51	13.85	41.39	12.24	49	906.0	24.34	47	675.9	18.76
State Line, between Ia. and Minnesota, via Worthington.....	H. B. Junction, at Hardwick.....	49.06	26	6.18	42.88	7.86	42	730.5	20.61	46	663.8	20.59
H. B. Junction, east of Worthington.....	C. St. P. M. & O. Ry. y.d., (old line).....	1.27	2	0.13	1.14	0.06	2	11.5	0.70	2	9.5	0.51
Elleworth, via Sioux Falls Line.....	State line, between Minnesota and Iowa..	2.35	3	0.52	1.83	0.26	3	49.0	1.12	4	34.4	0.97
H. B. Junction at Trotsky.....	End of track at Jasper ..	8.71	17	3.11	5.60	0.86	6	102.3	5.05	9	247.3	2.71
State Line, between Ia. and Minnesota, west of Briceville.....	H. B. Jct., Germania Line, at Albert Lea...	31.30	18	5.27	26.03	4.79	25	332.8	14.26	24	269.0	12.25
State Line, between Ia. and Minnesota, south of Gordonville.....	H. B. Jct., with C. M. & St. P., at Erin.....	66.41	41	12.55	53.86	8.39	34	573.8	24.68	35	787.1	33.34
H. B. Jct., Rosemount.....	H. B. Jct., Newport.....	12.40	13	3.98	8.42	1.15	6	74.3	3.24	5	236.6	8.01
H. B. Jct., at Inver Grove.....	End of Track at West St. Paul.....	8.33	16	2.35	5.98	6.50	2	3.5	0.76	4	22.6	1.07
H. B. Jct., south of Albert Lea.....	100 feet north of C. M. & St. P. crossing at Al- bert Lea.....	0.70	3	0.26	0.44	0.07	1	4.5	0.42	1	4.5	0.21
Trackage rights not includ- ed.....												
Total.....		235.87	190	46.30	187.57	42.27	170	2,788.2	95.18	177	3,007.7	98.42

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY. 8

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CHARACTERISTICS OF ROAD—Continued—STATE OF MINNESOTA.

Bridges, Trestles, Tunnels, Etc.

ITEM.	Number	Aggregate Length Feet	Minimum Length Feet	Maximum Length Feet	ITEM	Number	Height of Lowest Above Surface of Rail Ft. In.
Bridges—					Overhead Highway Crossings—		
Stone.....	16	3489.9%	25	1629.9%	Bridges.....		
Iron.....	16	195	7	16	Conduits.....		
Wooden.....	1	100	100	100	Trestles.....	3	
Combination....					Total.....	3	21
Total.....	33	3784.9%			Overhead Railway Crossings—		
					Bridges.....	2	19
					Conduits.....		
					Trestles.....	2	21
					Total.....	4	
Trestles.....	128	12,760	8	1,649	Tunnels.....		
Tunnels.....							

Gauge of track, 4 feet 8½ inches. 235.87 miles.

TELEGRAPH.

B. Owned by Another Company, but Located on Property of Road Making This Report.

Miles of Line	Miles of Wire	Name of Owner	Name of Operating Company
.....	98	Western Union Telegraph Co.....	Western Union Telegraph Co. and C
.....	301	Western Union Telegraph Co.....	R. I. & P. Ry. Co. jointly.
.....	137	Western Union Telegraph Co.....	C., R. I. & P. Ry. Co.
236		Western Union Telegraph Co.....	Western Union Telegraph Co.
			Western Union Telegraph Co.

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CAR MILEAGE.

Car Mileage Paid or Allowed for Rolling Stock Not the Property of Railroads for the Year Ending June 30, 1903.

NAME OF OWNER—	Description	Rate, Cents	Amount
Armour Car Lines	Box	6-10	\$248.08
Armour Car Lines	Tank	3-4	823.43
Armour Car Lines	Refrigerator	1	51,208.69
Armour Car Lines	Refrigerator	3-4	5,375.64
American Cotton Oil Co.	Tank	3-4	454.79
Arbuckle's Arlosa Despatch ..	Box	6-10	393.15
American Cereal Co. Despatch ..	Box	6-10	1.94
American Live Stock Translt Co.	Stock	6-10	501.40
Arms Palace Horse Car Co.	Stock	6-10	435.15
American Refrigerator Transportation Co.	Refrigerator	3-4	1,227.17
American Fast Freight Line	Tank	3-4	95.53
American Tank Line	Tank	3-4	252.97
Abernathy Furniture Co.	Box	6-10	46.17
Anglo-American Refrigerator Car Co.	Refrigerator	1	262.89
Anglo-American Refrigerator Car Co.	Tank	3-4	107.93
Booth's Cold Storage System	Refrigerator	1	544.83
Brill, J. G. & Co.	Flat	6-10	70.79
Bushell, A. A.	Refrigerator	3-4	.55
Bay Terminal	Tank	3-4	43.11
Case, J. J.	Box	6-10	145.11
Chicago, New York & Boston Refrig. Car.	Refrigerator	3-4	2,697.64
Craig Oil	Tank	3-4	60.44
Chicago, Peoria & Western	Tank	3-4	372.04
Chicago, Peoria & Western	Box	6-10	446.53
Canda Cattle Car Co.	Stock	6-10	916.79
Cedar Rapids Refrigerator Express.	Refrigerator	1	2,343.51
Commerce Despatch Line	Box	6-10	7.65
Central Coal & Coke Co.	Box	6-10	5.86
Crystal Oil Works	Tank	3-4	3.24
Cornplanters Refining Co.	Tank	3-4	2.71
Crerar Clinch & Co.	Box	6-10	5.18
Columbia Refining & Mfg. Co.	Tank	3-4	1.91
Cupples, S., Wood Co.	Box	6-10	30.97
Cudahy Co., J.	Tank	3-4	267.25
Crescent Tank Line	Tank	3-4	66.11
Consolidated Cattle Car Co.	Stock	6-10	906.40
Cold Blast Trans. Co.	Refrigerator	1	2,225.97
Continental Fruit Express	Refrigerator	3-4	11,737.82
Cudahy Refrigerator Line	Refrigerator	1	6,882.94
Cudahy Refrigerator Line	Tank	3-4	125.35
Cudahy Produce Refrigerator Line	Refrigerator	3-4	69.25
Cudahy Milwaukee Refrigerator Line	Refrigerator	1	66.17
Cleveland Provision Co.	Box	6-10	20.77
Canfield Oil Co.	Tank	3-4	26.19
Crocker Chair Co.	Box	6-10	13.62
Connewango Refining Co.	Tank	3-4	3.74
Chas. Wlel Transportation Co.	Box	6-10	13.70
Dairy Shippers Despatch	Refrigerator	3-4	833.37
Doud Stock Car Co.	Stock	6-10	510.66
Eagle Cotton Oil Co.	Tank	3-4	3.64
Fox River Despatch	Refrigerator	1	113.89
Fred Helm Brewing Co.	Refrigerator	1	101.58
Fairmont Coal Co.	Box	6-10	9.91
Gelsner Manufacturing Co.	Flat	6-10	44.22
Germania Refrigerator Co.	Tank	3-4	125.38
German-American Car Co.	Refrigerator	1	117.26
German-American Car Co.	Refrigerator	3-4	3.88
Glade Oil Works	Tank	3-4	10.60
Goodell Refrigerator Car Co.	Refrigerator	3-4	9.80
Heinz, H. J.	Tank	3-4	74.45
Hammond Refrigerator Line	Refrigerator	1	8,843.64
Hammond Refrigerator Line	Tank	3-4	117.71
Hammond Refrigerator Line	Box	6-10	66.00
Howe & Davidson	Tank	3-4	10.87
J. Deere & Co.	Flat	6-10	93.28
J. Dold & Son	Refrigerator	1	1,112.28
J. Dold & Son	Tank	3-4	46.20
Indiana Refining Co.	Tank	3-4	75.45
Indiana Brewing Co. Refrigerator Line	Refrigerator	3-4	156.82

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY. 8

CAR MILEAGE—Continued.

NAME OF OWNER—	Description	Rate, Cents	Amount
Illinois Zinc Co.	Tank	3-4	31.32
Iroquois Line	Box	6-10	2.55
Imperial Oil Works	Tank	3-4	59.15
Island Petroleum Co.	Tank	3-4	1.50
Kansas City Refrigerator Car Co.	Refrigerator	1	3,842.96
Kingen Refrigerator Line	Refrigerator	1	261.44
Keystone Express, L. S.	Stock	6-10	20.46
Kingman & Co.	Box	6-10	74.50
Kentucky Refining Co.	Tank	3-4	61.40
Louisville Cotton Oil Co.	Tank	3-4	3.31
Lipton Car Lines	Refrigerator	1	907.96
Lipton Car Lines	Tank	3-4	4.41
Lake Carriers Oil Co.	Tank	3-4	19.63
Libby, McNeill & Libby	Refrigerator	1	271.85
Lewis Roof Co.	Box	6-10	31.38
Live Poultry Transportation Co.	Box	6-10	971.96
Morris Butts Transportation Co.	Refrigerator	3-4	5.03
Missouri & Louisiana	Box	6-10	2.43
Nelson, Morris & Co.	Refrigerator	1	2,800.91
Nelson, Morris & Co.	Tank	3-4	22.18
Nelson, Morris & Co.	Box	6-10	15.85
Nelson, Morris & Co.	Box	6-10	1.31
Mann Bros.	Tank	3-4	1.50
M. & H. Zinc Co.	Stock	6-10	1,845.48
Mather Stock Co.	Box	6-10	272.34
M. W. W. Co.	Refrigerator	1	1,373.16
Morrill Refrigerator Line	Box	6-10	23.35
Moon, J. W.	Box	6-10	1,063.87
Merchants Despatch Transportation Co.	Refrigerator	3-4	8,802.95
Merchants Despatch Transportation Co.	Tank	3-4	136.73
Miller Oil Works	Tank	3-4	304.41
Midland Linseed Despatch	Refrigerator	1	12.92
Miller Refrigerator Line	Refrigerator	3-4	2.49
Moseley Bros.	Box	6-10	40.37
Monongahela Coal & Coke Co.	Tank	3-4	15.37
Merchants & Planters Oil Co.	Refrigerator	3-4	369.49
North & South Rolling Stock	Box	6-10	2.37
North & South Rolling Stock	Box	6-10	107.21
National Cooperage & Woodenware Co.	Stock	6-10	5,829.09
New England Car Co.	Box	6-10	299.75
National Despatch Line	Tank	3-4	40.12
National Carbon Co.	Box	6-10	1.57
Montano Coal & Coke Co.	Refrigerator	1	6,730.32
Omaha Packing Co.	Tank	3-4	33.72
Omaha Packing Co.	Stock	6-10	109.51
Pacific Stock Express	Refrigerator	1	1,750.79
Pabst Refrigerator Line	Tank	3-4	97.41
Paragon Refining Co.	Tank	3-4	315.04
Peerless Transit Line	Refrigerator	1	849.48
Provision Dealers Despatch	Tank	3-4	103.60
Provision Dealers Despatch	Tank	3-4	186.45
Penn. Refining Co.	Box	6-10	26.88
Pittsburg Coal Co.	Tank	3-4	6.94
Pittsburg Oil Refining Co.	Refrigerator	1	1,038.56
Produce Shippers Despatch	Tank	3-4	8.04
Proctor & Gamble	Box	6-10	1.10
Pittsburg, Fairport & Northwest Dock Co.	Tank	3-4	883.08
Republic Oil Co.	Box	6-10	74.58
Rumley, M. Co.	Box	6-10	53
Rend, W. P.	Stock	6-10	1,054.82
Swift Live Stock Express	Box	6-10	1,733.02
Swift Refrigerator Trans. Co.	Refrigerator	1	30,674.85
Swift Refrigerator Trans. Co.	Refrigerator	3-4	306.12
Swift Refrigerator Trans. Co.	Tank	3-4	240.14
St. Louis Refrigerator Car Co.	Refrigerator	1	5,886.70
St. Charles Refrigerator Despatch	Refrigerator	1	16.53
Streets' Stable Car Line	Stock	6-10	18,742.25
Storz Brewing Co.	Refrigerator	3-4	73.99
Shippers Refrigerating Car Co.	Refrigerator	3-4	1,516.17
Southern Freight Line	Box	6-10	1.82
South Eastern Line	Box	6-10	1.71
Special Freight Despatch	Box	6-10	262.04
Southern Despatch Lumber Line	Box	6-10	50.64
Southern Despatch Lumber Line	Refrigerator	3-4	7.66

8 REPORT RAILROAD AND WAREHOUSE COMMISSION.

CAR MILEAGE—Continued.

NAME OF OWNER—	Description	Rate, Cents	Amount
Titusville Oil Works	Tank	3-4	143.63
Trinity Cotton Oil Co.	Tank	3-4	1.67
Texas & Pacific Coal Co.	Box	6-10	.81
St. Louis Dressed Beef Provision Co.	Refrigerator	3-4	2.80
Star Petroleum Co.	Tank	3-4	14.97
Squires Car Line	Box	6-10	61.50
Union Refrigerator Transit Co.	Refrigerator	3-4	8,676.29
Union Refrigerator Transit Co.	Box	6-10	104.77
Union Tank Line	Tank	3-4	15,064.83
Union Tank Line	Box	6-10	87.46
United Box, Board and Paper Co.	Box	6-10	2.99
Venice Transportation Co.	Flat	6-10	336.44
Union Petroleum Co.	Tank	3-4	12.34
Wolff Refrigerator Line	Refrigerator	1	430.46
Waters Pierce Oil Co.	Tank	3-4	651.53
Western Refrigerator Transit Co.	Refrigerator	3-4	544.56
Western Refrigerator Line	Refrigerator	1	614.84
Western Sash & Door Co.	Box	6-10	5.64
Western Live Stock Express	Stock	6-10	92.94
Total	\$233,152.47

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TAXES AND ASSESSMENTS OF ALL KINDS.

A. For Reporting Company's Owned and Proprietary Lines.

STATE OR TERRITORY—	AD VALOREM TAX		SPECIFIC TAXES				Internal Revenue, U. S. Government	Total
	On the Value of Real and Personal Property	On the Value of Stocks or Bonds, or on Valuation Based on Earnings, Dividends, or other Results of Operation	On Stocks, Bonds, Loans, etc.	On Gross or Net Earnings, Revenue, or Dividends	On Traffic or Some Physical Quality of Property Operated, or on Privilege	On Property Owned not Used in Operation and Miscellaneous		
Illinois.....	\$176,618.22	.....	.....	.....	.....	.....	.....	\$176,618.22
Iowa.....	386,453.18	.....	.....	.....	.....	.....	.....	386,453.18
Kansas.....	260,214.53	.....	.....	.....	.....	.....	.....	260,214.53
Nebraska.....	42,942.88	.....	.....	.....	.....	.....	.....	42,942.88
Missouri.....	54,354.53	.....	.....	.....	.....	.....	.....	54,354.53
Colorado.....	100,907.83	.....	.....	.....	.....	.....	.....	100,907.83
Oklahoma.....	64,922.32	.....	.....	.....	.....	.....	.....	64,922.32
Oklahoma Territory.....	3,508.19	.....	.....	.....	.....	.....	.....	3,508.19
Indian Territory.....	5,876.61	.....	.....	.....	.....	.....	.....	5,876.61
South Dakota.....	.....	.....	.....	.....	.....	.....	.....	.....
Minnesota.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	\$1,075,683.34	.....	.....	\$14,061.89	.....	.....	.....	\$1,089,695.23

Dubuque & Sioux City Railroad.

(OPERATED UNDER LEASE BY THE ILLINOIS CENTRAL RAILROAD COMPANY.)

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Dubuque and Sioux City Railroad Company.

2. Date of organization? October 1, 1888.

3. Under laws of what Government, State, or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof. See below.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Answers to questions 3, 4 and 5. Dubuque and Sioux City R. R. Company.

The Dubuque and Pacific R. R. Co. was chartered November 24th, 1856, Sec. 43, Code of Iowa, 1851. Approved Feb. 2, 1851. Amended April 2, 1860. The road, 80 miles completed, was sold under foreclosure August 21, 1860, and the present company was organized August 13, 1860. The road, as completed, extended from Dubuque to Iowa Falls, Iowa, 142.89 miles.

Cedar Falls and Minnesota R. R. Company; incorporated April 16, 1858, Sec. 43, Code of Iowa, 1851. Amended in February, 1864. Afterwards acquired by the Dubuque and Sioux City R. R. Company.

Iowa Falls and Minnesota R. R. Company; incorporated April 16, 1858, Section 43, Code of Iowa, 1851. Amended in February, 1864, August 1868, and April, 1895. Road was sold under foreclosure, June 1, 1896, and afterwards acquired by the Dubuque and Sioux City R. R. Company.

Iowa Falls and Sioux City R. R. Company; organized October 1, 1867, under Section 43, Code of Iowa, 1851. Approved February 2, 1851. Amended April 2, 1860. This road extending from Iowa Falls to Sioux City, 183.69 miles, was conveyed to the Dubuque and Sioux City R. R. Co., October 23, 1888. Approved by shareholders of both companies, October 3, 1888.

Cedar Rapids and Chicago R. R. Company; incorporated June 28, 1886, Laws of Iowa. This road, extending from Manchester to Cedar Rapids, 41.85 miles, was conveyed to the Dubuque and Sioux City R. R. Company, October 27, 1888. Approved by the shareholders of both companies, October 3, 1888.

Fort Dodge and Omaha R. R. Company; incorporated September 14, 1898, under Laws of Iowa. This new road, extending from Tara to Council Bluffs, Iowa, 131.02 miles, was conveyed to the Dubuque and Sioux City R. R. Company, as of June 30, 1900, as authorized by the stockholders of both companies, June 15th, 1900.

Albert Lea and Southern R. R. Company; incorporated September 20, 1899, under Laws of Minnesota. This road, extending from Iowa State line to Glenville Junction, Minn., 18.59 miles, was conveyed to the Dubuque and Sioux City R. R. Company, as of July 1, 1902, as authorized by stockholders of both companies April 6th, 1903.

Stacyville R. R. Company; incorporated September 24, 1897, under Laws of Iowa. This road, extending from Stacyville Junction, Iowa, to Stacyville, Iowa, 7.93 miles, was conveyed to the Dubuque and Sioux City R. R. Company, as of July 1, 1902, as authorized by stockholders of both companies April 6, 1903.

5. Date and authority for each consolidation?

Cherokee and Dakota R. R. Company; incorporated July 5, 1887, Laws of Iowa. This road, extending from Cherokee to Onawa, 59.10 miles, and from Cherokee to Sioux Falls, So. Dak., 96.48 miles, was conveyed to Dubuque and Sioux City R. R. Company October 28, 1888. Approved by the shareholders of both companies October 3, 1888.

6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. The Dubuque and Pacific R. R. Company was chartered November 24, 1856, Code of Iowa 1851. Act approved February 2, 1851. Its road was sold under foreclosure August 21, 1860, and the Dubuque and Sioux City R. R. Company having been organized August 13, 1860. The Cedar Falls and Minnesota R. R. Company, incorporated April 16, 1858, Code of Iowa 1851. Its road sold under foreclosure June 1, 1896, and acquired by the Dubuque and Sioux City R. R. Company, as shown above. The I. F. & S. C.—C. D. and C. R. & C. R. R. Companies were consolidated with the Dubuque and Sioux City Company October, 1888.

7. What carrier operates the road of this company? (For roads not making operating reports.) Illinois Central R. R. Company.

9 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Stuyvesant Fish	New York City.....	October, 1903
John C. Welling.....	Chicago, Ill.....	October, 1903
E. H. Harriman.....	New York City.....	October, 1903
E. T. H. Gibson.....	New York City.....	October, 1903
J. W. Auchincloss.....	New York City.....	October, 1903
J. T. Harahan.....	Chicago, Ill.	October, 1903
J. V. Rider.....	Dubuque, Ia.	October, 1903
M. M. Walker.....	Chicago, Ill.	October, 1903
O. O. Tolerton.....	Sioux City, Ia.....	October, 1903
A. R. Loomis.....	Fort Dodge, Ia.....	October, 1903
W. H. Torbert.....	Dubuque, Ia.	October, 1903
J. W. Conchar.....	Dubuque, Ia.	October, 1903
W. G. Dows.....	Cedar Rapids, Ia.....	October, 1903
Geo. E. Lichty.....	Waterloo, Ia.	October, 1903

Total number of stockholders at date of last election? 30.
 Date of last meeting of stockholders for election of directors? October 16, 1902.
 Give postoffice address of general office? Dubuque, Iowa.
 Give postoffice address of operating office? Central Station, Chicago, Ill.
 Give name and address of officer to whom correspondence regarding this report should be addressed. Name, John C. Welling; title, Vice President; address, Central Station, Chicago.

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OFFICERS.

Title.	Name.	Location of Office.
President	Stuyvesant Fish	New York City.
First vice-president.....	John C. Welling	Chicago, Ill.
Second vice-president.....	E. C. Woodruff	Elizabeth.
Secretary	J. F. Merry	Dubuque, Ia.
Treasurer	E. T. H. Gibson	New York City.
Assistant secretary	Chas. H. Wenman....	New York City.
Local treasurer	J. F. Titus	Chicago, Ill.
Assistant comptroller	Con. F. Krebs	Chicago, Ill.
General manager	J. T. Harahan	Chicago, Ill.
General superintendent	F. B. Harriman	Dubuque, Ia.
Asst. general superintendent.	} Operated by officers of Illinois Central Railroad Company.	
Division superintendents...		
Superintendent of telegraph.		
Traffic manager		
Asst. traffic manager.....		
General freight agent.....		
Asst. general freight agent..		
General passenger agent....		
Asst. gen. passenger agent..		
General ticket agent.....		
Asst. general ticket agent...		
General baggage agent		
Superintendent of express..		
Land commissioner		

(Page 9A.)

PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad, the Operations of which are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a Main line.
 - b Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract or where the rent is contingent upon the earnings or other considerations.
5. Line operated under Trackage Rights.

NAME—	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
Dubuque & Sioux City R. R.....	Iowa State Line.....	South Dakota State Line.....	11.40	.....
	Iowa State Line.....	Glenville Jct.....	18.59	29.99
Total				29.99

(Page 9.)

PROPERTY OPERATED.

1. a Dubuque & Sioux City R. R.....	Dubuque, Ia.	Sioux City, Ia. ....	.....	326.58
1. b Dubuque & Sioux City R. R.....	Manchester, Ia.	Cedar Rapids, Ia.	41.85	.....
	Onawa, Ia.	Sioux Falls, S. D.	155.58	.....
	Tara, Ia.	Council Bluffs, Ia.	131.02	.....
	Cedar Falls Junction, Ia.	Glenville Junction, Minn.	94.56
	Stacyville, Ia.	Stacyville, Ia.	7.93
Total				430.94
				757.52

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CAPITAL STOCK.

DESCRIPTION—	Number of Shares Authorized	Par Value of Shares	Total Par Value Authorized	Total Am't Issued and Outstanding	Dividends Declared During Year	
					Rate Per Cent	Amount
Capital stock—						
Common.....	\$150,000	\$100.00	\$15,000,000	\$11,499,500		
Preferred.....						
Total.....	\$150,000		\$15,000,000	\$11,499,500		

MANNER OF PAYMENT FOR CAPITAL STOCK.

	Number of Shares Issued during year.	Cash Realized on Amount Issued during Year	Total No. Shares Issued and Outstanding.	Total Cash Realized.
Issued for cash, common.....				
Issued for cash, preferred.....				
Issued for construction, common.....			79,996	\$7,999,800
Issued for construction, preferred.....				
Issued for reorganization, common.....				
Issued for reorganization, preferred.....				
Issued for account purchased C. F. & M. R. R.....			20,000	2,000,000
Issued for account purchased Ft. D. & O. R. R.....			10,000	1,000,000
Issued for account purchased Stacyville R. R.....	1,108	\$110,800	1,108	110,800
Issued for account purchased A. L. & So. R. R.....	3,891	389,100	3,891	389,100
Total.....	4,999	\$499,900	114,995	\$11,499,500

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

CLASS OF BOND OR OBLIGATION.	TIME		Amount of Authorized Issue	Amount Issued	Amount Outstanding	Cash Realized on Amount Issued	Rate Pr. Ct.	When Payable	INTEREST	
	Date of Issuance	When Due							Amt. Accrued During Year	Amount Paid During Year
I. F. and S. C. 1st mortgage..	1869	1917	\$2,000,000	\$2,800,000	\$2,800,000	\$2,800,000	7	A to O.	\$198,000.00	\$198,000.00
C. & D. gold	1868	1895	3,100,000	3,100,000	3,100,000	3,100,000	5	I. & D.	155,000.00	155,000.00
C. R. & C. gold	1868	1895	830,000	830,000	830,000	830,000	5	J. & D.	41,500.00	41,500.00
Miscellaneous—										
Mortgage lien .....	.....	.....	10,000,000	5,425,000	5,425,000	5,425,000	4	F. & A.	217,000.00	217,000.00
Mortgage lien .....	.....	.....	5,000,000	5,000,000	5,000,000	5,000,000	3	F. & A.	150,000.00	150,000.00
Mortgage bonds .....	.....	.....	\$6,930,000	\$6,730,000	\$6,730,000	\$6,730,000	.....	.....	\$392,500.00	\$392,500.00
Miscellaneous obligations ..	.....	.....	15,000,000	10,425,000	10,425,000	10,425,000	.....	.....	\$367,000.00	\$367,000.00
Grand Total .....	.....	.....	\$21,930,000	\$17,155,000	\$17,155,000	\$17,155,000	.....	.....	\$759,500.00	\$759,500.00

RECAPITULATION OF FUNDED DEBT.

(Page 28.)

CLASS OF DEBT—	Amount Issued	Amount Outstanding	INTEREST	
			Amount Accrued during Year	Amount Paid during Year
Mortgage bonds—Page 19	\$8,750,000.00	\$8,750,000.00	\$392,500.00	\$392,500.00
Miscellaneous obligations—page 19	10,425,000.00	10,425,000.00	367,000 00	367,000 00
Income bonds—page 19				
Equipment trust obligations—page 21				
Total	\$17,155,000.00	\$17,155,000.00	\$759,500.00	\$759,500.00

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1903.	
Cash		Receiver's certificates	
Bills receivable		Loans and bills payable	
Due from agents		Audited vouchers and accounts	\$72,830.45
Due from solvent companies and individuals	\$166,497.05	Wages and salaries	
Net traffic balances due from other companies	244.32	Net traffic balances due to other companies	
Other cash assets (excluding "Materials and Supplies")		Dividends not called for	3,842.05
		Matured interest coupons unpaid (inc. coupons due July 1)	3,762.50
		Rents due July 1	
		Miscellaneous	
Total—Cash and current assets		Total—Current liabilities	\$73,935.00
Balance—Current liabilities		Balance—Cash assets	\$1,506.87
Total	\$166,740.87	Total	\$166,740.87

(See General Balance Sheet—page 49.)

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RECAPITULATION.

A. For Mileage owned by Road making this Report.

ACCOUNT—	Total Amount Outstanding	APPORTIONMENT		AMOUNT PER MILE OF LINE	
		To Railroads	To Other Properties	Miles	Amount
Capital stock—page 17	\$11,499,500.00	\$11,499,500.00	.....	757.52	\$15,181
Bonds—page 19 ("Grand Total")	17,155,000.00	17,155,000.00	.....	757.52	23,046
Equipment trust obligations—page 21 .....	.....	.....	.....	.....	.....
Total	\$28,654,500.00	\$28,654,500.00	.....	757.52	\$37,827

B. For Mileage Operated by Road making this Report (Trackage Rights excluded), the Operations of Which are Included in the Income Account—Page 31.

NAME OF ROAD—	Capital Stock	Funded Debt	Total	AMOUNT PER MILE OF LINE	
				Miles	Amount
Dubuque & Sioux City R. Co.	\$11,499,500.00	\$17,155,000.00	\$28,654,500.00	757.52	\$37,827
Grand Total	\$11,499,500.00	\$17,155,000.00	\$28,654,500.00	757.52	\$37,827

DUBUQUE & SIOUX CITY RAILROAD.

9

(Page 27.) COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM—	Expenditures During Year Not Included in Operating Expenses		Total Cost to June 30, 1902	Total Cost to June 30, 1903	Cost Per Mile
	Charged to Income Acc't as Permanent Improvements	Charged to Construction or Equip- ment			
CONSTRUCTION					
Engineering		\$9,546.64			
Right of way and station grounds		8,539.13			
Real estate					
Grading		20,124.78			
Tunnels					
Bridges, trestles and culverts		1,068.88			
Ties		7,283.70			
Rails		11,926.90			
Track fastenings		3,674.26			
Progs and switches		2,216.74			
Ballast		54,869.94			
Track laying and surfacing		17,737.30			
Fencing right of way		1,493.04			
Crossings, cattle guards, and signs		155.78			
Interlocking or signal apparatus		407.75			
Telegraph lines		13,115.35			
Station buildings and fixtures		15,168.63			
Shops, roundhouses, and turntables		310.80			
Shop machinery and tools		5,749.16			
Water stations		5,693.60			
Fuel stations		8,098.76			
Grain elevators		13.01			
Storage warehouses					
Docks and wharves					
Electric light plants					
Electric motor power plants					
Gas making plants					
Miscellaneous structures		4,100.65			
Legal expenses					
Interest and discount					
General expenses					
Total Construction		\$190,284.80			

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COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.
Continued.

ITEM—	Expenditures During Year Not Included in Operating Expenses		Total Cost to June 30, 1902	Total Cost to June 30, 1903	Cost Per Mile
	Charged to Income Acc't as Permanent Improvements	Charged to Construction or Equip- ment			
EQUIPMENT:					
Locomotives					
Passenger cars					
Sleeping parlor, and dining cars					
Baggage, express, and postal cars					
Combination cars					
Freight cars					
Other cars of all classes					
Floating equipment					
Cost of purchased roads—					
Staceyville R. R.		\$110,800.00			
Albert Lea and Southern R. R.		889,100.00			
Total		\$499,900.00			
Total construction—page 27		190,284.80			
Grand total cost construction, equipment, etc.		\$690,184.80	\$27,772,040.60	\$28,462,235.40	\$37,572.90
Total cost construction, equipment, etc.—State of Minnesota					

Does the absence of any entry under the heading "Included in Operating Expenses" (page 27 or 29) mean that no expenditures for permanent improvements or betterments have been charged to operating expense accounts? Yes.

(Page 31.)

INCOME ACCOUNT.

For Roads Making Operating Reports.

Gross receipts from operation—page 35.....	\$4,122,561.01	
Less operating expenses—page 45	8,516,690.55	
Income from operation		\$605,870.46
Dividends on stocks owned—page 37.....	\$17,640.00	
Interest on bonds owned—page 39.....	268.00	
Miscellaneous income—less expenses—page 41.....		
Income from other sources		17,908.00
Total income		\$623,778.46
Deductions from Income:		
Interest on funded debt accrued—page 23.....	\$759,500.00	
Taxes—page 79, A.....	142,504.75	
Other deductions	56,983.60	
Total deductions from income		\$958,988.35
Net income		
Deficit from operations of year ending June 30, 1903....		\$335,211.89
Surplus on June 30, 1902 (from "General Balance Sheet," 1902 report).....		14,769.52
Deductions for year		\$2,311.23
Deficit on June 30, 1903 (For entry on "General Balance Sheet," page 49)		\$322,753.60

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

(Page 35.)

ITEM.	Gross Earnings from Business Originating and Terminating in State of Minnesota	Deductions Account of Re-payments, etc.	Actual Earnings	Gross Earnings from Interstate Business Accruing to State of Minnesota Divided on Straight Mileage Basis	Deductions Account of Re-payments, etc.	Actual Earnings	Total Gross Earnings Including Local and Interstate Business Accruing to State of Minnesota
PASSENGER:							
Passenger Revenue	\$3,990.92			\$15,213.37			
Less Repayments—							
Tickets Redeemed		\$87.11			\$1,088.96		
Excess Fares Refunded							
Total Deductions		\$87.11			\$1,088.96		
Total Passenger Revenue			\$3,903.81			\$14,124.41	\$18,058.22
Mail	2,133.22		2,133.22				2,133.22
Express	1,551.10		1,551.10				1,551.10
Extra Baggage and Storage	63.01		63.01	\$253.90		253.90	316.91
Other Items	15.22		15.22				15.22
Total passenger receipts			\$7,695.35			\$14,376.31	\$22,074.67
FREIGHT:							
Freight Revenue	\$4,605.12			\$36,848.12			
Less Repayments—							
Overcharge to shippers		\$285.52			\$2,294.58		
Other repayments							
Total Deductions		\$285.52			\$2,294.58		
Total Freight Revenue			\$4,319.60			\$34,553.54	\$38,883.14
Other Items	\$125.00		125.00				125.00
Total freight receipts			\$4,444.60			\$34,678.54	\$39,008.14
Total passenger and freight receipts			\$12,140.96			\$48,941.85	\$61,082.81
OTHER RECEIPTS FROM OPERATION—							
Rents not otherwise provided for	200.00		200.00			200.00	200.00
Total other receipts			\$200.00			\$200.00	\$200.00
Total gross receipts from operation—			\$12,340.96			\$49,141.85	\$61,282.81
Minnesota							
Total gross receipts from operation—			\$12,340.96			\$49,141.85	\$61,282.81
Entire Line							\$4,122,561.01

(Page 37.)

STOCKS OWNED.

A. Railway Stocks.

NAME—	Total Par Value.	Rate, Per Ct.	Income or Dividend Received.	Valuation.
Chicago Great Western Ry. Co.— Common stock.....	\$5.80	\$5.80
Manchester & Oneida Ry. Co.— Common stock.....	1.00	1.00
Total	\$6.80	\$6.80

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BONDS OWNED.

A. Railway Bonds.

NAME—	Total Par Value	Rate Per Ct.	Income or Interest Received.	Valuation.
Y. & M. V. R. R. Co. Gold Imp. Bonds.....	\$17,640.00	.....
Total	\$17,640.00	.....

9 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 41.)

RENTALS RECEIVED.

Rents Received from Lease of Tracks, Yards, and Terminals.

	Situation of Property Leased	Name of Company Using Property Leased.	Item.	Total
Tracks	Tara to Fort Dodge....	C., R. I. & P. Ry..	\$3,859.18	.....
Tracks	Carbon Jct. to Tara....	M., C. & Ft. D...	3,236.00	.....
Tracks	Le Mars to Sioux City..	C., St. P., M. & O.	14,040.39	.....
Tracks	Dubuque	C., M. & St. P. Ry.	3,240.00	.....
Tracks	Miscellaneous		3,795.16	.....
Total.....				\$28,170.73
Yards	Le Mars	C., St. P., M. & O.	\$895.00	.....
Yards	Sioux City	C., St. P., M. & O.	100.00	.....
Total.....				995.00
Grand total...				\$29,165.73

MISCELLANEOUS INCOME.

ITEM—	Gross Income	Less Expenses	Net Miscellaneous Income
Interest on land notes	\$266.00
Total.....	\$266.00

DUBUQUE & SIOUX CITY RAILROAD.

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OPERATING EXPENSES—EXCLUSIVE OF TAXES.

MAINTENANCE OF WAY AND STRUCTURES.

Repairs of roadway	\$487,747.19
Renewals of Rails	133,860.64
Renewals of Ties	84,478.47
Repairs and renewals of bridges and culverts	92,026.08
Repairs and renewals of fences, road crossings, signs, and cattle guards	24,330.07
Repairs and renewals of buildings and fixtures	64,078.62
Repairs and renewals of telegraph	5,883.50
Stationery and printing	2,878.05
Other Expenses	2,579.50
Total	\$847,812.07

MAINTENANCE OF EQUIPMENT.

Superintendence	12,270.89
Repairs and renewals of locomotives	277,652.95
Repairs and renewals of passenger cars	66,038.58
Repairs and renewals of freight cars	253,144.67
Repairs and renewals of work cars	11,484.94
Repairs and renewals of shop machinery and tools	29,353.20
Stationery and printing	2,245.03
Other Expenses	31,811.27
Total	\$684,001.53

CONDUCTING TRANSPORTATION.

Superintendence	79,357.85
Engine and roundhouse men	354,143.15
Fuel for locomotives	279,755.25
Water supply for locomotives	18,617.81
Oil, tallow, and waste for locomotives	17,151.52
Other supplies for locomotives	6,182.95
Train service	220,596.53
Train supplies and expenses	76,433.12
Switchmen, flagmen, and watchmen	75,621.46
Telegraph expenses	55,786.67
Station service	186,056.61
Station supplies	24,943.05
Switching charges—balance	40,172.29
Car Mileage—Balance	150,588.01
Loss and Damage	46,395.81
Injuries to Persons	48,534.71
Clearing wrecks	6,460.97
Advertising	15,075.13
Outside agencies	47,646.56
Commissions	687.49
Rents for tracks, yards and terminals—page 47, B.	74,840.43
Rents of buildings and other property	4,511.74
Stationery and printing	41,920.25
Other expenses	4,504.09
Total	\$1,875,583.45

GENERAL EXPENSES.

Salaries of general officers	24,194.60
Salaries of clerks and attendants	27,591.81
General office expenses and supplies	9,005.22
Insurance	19,071.00
Law expenses	11,120.44
Stationery and printing (general offices)	3,788.00
Other Expenses	14,522.43
Total	\$100,293.50

RECAPITULATION OF EXPENSES.

Maintenance of way and structures	847,812.07
Maintenance of equipment	684,001.53
Conducting transportation	1,875,583.45
General expenses	100,293.50
Grand total	\$3,516,690.55

Percentage of expenses, exclusive of taxes, to receipts—Entire line..... 85.30

OPERATING EXPENSES, EXCLUSIVE OF TAXES—STATE OF MINNESOTA—

Maintenance of way and structures	\$25,770.78
Maintenance of equipment	19,334.03
Conducting transportation	40,893.54
General expenses	3,140.02
Total	\$89,138.37

Percentage of expenses, exclusive of taxes, to receipts—Minnesota..... 145.45

9 REPORT. RAILROAD AND WAREHOUSE COMMISSION.

(Page 47.) RENTS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.

DESCRIPTION OF PROPERTY	Situation of Property Leased	Name of Company Owning Property Leased	Item	Total
Tracks	Omaha	Union Pacific Railroad	\$8,328.00	
	Miscellaneous		2,797.79	
Total				\$9,123.79
Terminals	Omaha	Union Passenger Station	\$3,928.83	
Terminals	Cedar Rapids	Chicago, Milwaukee and St. Paul Railway	3,760.04	
Terminals	Cedar Rapids	B. C. R. and M. R. R.	1,800.00	
Terminals	Cedar Rapids	Chicago, Rock Island & Pacific Railroad	1,800.00	
Terminals	Omaha & Council Bluffs	O., B. & T. R. R.	50,000.00	
Terminals	St. Louis City	Union Terminal Railway	2,860.00	
	Miscellaneous		1,789.77	
Total				\$65,718.64
Grand Total				\$74,840.43

DUBUQUE & SIOUX CITY RAILROAD.

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COMPARATIVE GENERAL BALANCE SHEET.

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JUNE 30, 1902		ASSETS—		JUNE 30, 1903		YEAR ENDING JUNE 30, 1903	
Item	Total			Item	Total	Increase	Decrease
.....	\$27,772,040.60	Cost of road—page 27 .....	.....	.....	\$25,462,225.40	\$690,194.80	.....
.....	.....	Cost of equipment—page 29 .....	.....	.....	.....	.....	.....
.....	6.80	Stocks owned—page 37 .....	.....	.....	6.80	.....	.....
.....	441,000.00	Bonds owned—page 39 .....	.....	.....	.....	.....	\$441,000.00
.....	.....	Other permanent investments .....	.....	.....	.....	.....	.....
.....	.....	Land owned .....	.....	.....	.....	.....	.....
.....	181,127.52	Cash and current assets—page 23 .....	.....	.....	186,740.87	.....	14,386.65
.....	.....	Other Assets—	.....	.....	.....	.....	.....
.....	.....	Equipment trusts .....	.....	.....	.....	.....	.....
.....	.....	Materials and supplies .....	.....	.....	.....	.....	.....
.....	.....	Sinking fund .....	.....	.....	.....	.....	.....
.....	.....	Sundries .....	.....	.....	322,753.60	322,753.60	.....
.....	.....	Profit and loss—page 31 (or 33) .....	.....	.....	.....	.....	.....
.....	\$28,394,174.92	Grand total	\$28,951,736.67	\$557,551.75

COMPARATIVE GENERAL BALANCE SHEET.

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JUNE 30, 1902		LIABILITIES—		JUNE 30, 1903		YEAR ENDING JUNE 30, 1903	
Item	Total			Item	Total	Increase	Decrease
.....	\$10,992,600.00	Capital stock—page 17 .....	.....	.....	\$11,499,500.00	\$499,900.00	.....
.....	17,155,000.00	Funded debt—page 23 .....	.....	.....	17,155,000.00	.....	.....
.....	6,513.73	Current liabilities—page 23 .....	.....	.....	78,985.00	72,421.27	.....
.....	.....	Real estate mortgages .....	.....	.....	.....	.....	.....
.....	218,291.67	Accrued interest on funded debt not yet payable .....	.....	.....	218,291.67	.....	.....
.....	14,769.52	Profit and loss Page 31 (or 33) .....	.....	.....	.....	.....	\$14,769.52
.....	\$28,394,174.92	Grand total .....	.....	.....	\$28,951,736.67	\$557,551.75	.....

9 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 53.)

IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

5 and 6. As of July 1, 1902, the Albert Lea & Southern R. R., from Iowa State line to Glenville Junction, Minn., 18.59 miles was acquired and paid for in \$389,100 capital stock of this company.

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing Contracts, Agreements, Arrangements, etc., with other Companies or persons, concerning the Transportation of Freight or Passengers. Give the statement in the following order, viz: 1. Express Companies. 2. Mails. 3. Sleeping, Parlor, or Dining Car Companies. 4. Freight or Transportation Companies or Lines. 5. Other Railroad Companies. 6. Steamboat or Steamship Companies. 7. Telegraph Companies. 8. Telephone Companies. 9. Other Contracts.

The express business on this road is handled by the American Express Company, they paying a specified sum for specified privileges, and extra for extra facilities.

2. The rate of compensation for carrying United States Mails is fixed by the Post Office Department, and is based upon the weight of mails carried. This weight is taken every four years.

3. Contract with the Pullman Company for use of sleeping cars, this company paying the usual mileage rates. This company has no parlor or dining cars running on its tracks.

7. The Western Union Telegraph Company handles telegraph business under agreement dated November 30, 1889. The telegraph company furnishes the necessary material and the railroad company one-half the labor for the maintenance of the lines. All messages of the railroad company pertaining to their business are transmitted free.

SECURITY FOR FUNDED DEBT—Page 23.

(Page 57.)

CLASS OF BOND OR OBLIGATION—	WHAT ROAD MORTGAGED		Miles	Amount of Mortgage Per Mile of Line	What Equip-ment Mortg'd	What Income Mortg'd	What Securities Mortg'd
	From	To					
I. F. & S. C.....	Iowa Falls.....	Sioux City.....	183.69	\$16,331.86			
C. & D.....	Cherokee.....	Onawa.....	33.10	19,925.64			
C. R. & C.....	Manchester.....	Sioux Falls.....	93.48	19,586.03			
Illinois Cent. R. R. Co. 4%.....	Dubuque.....	Cedar Rapids.....	41.85				
Outstanding.....	Cherokee.....	Sioux City.....			55 Loco-motives		
	Cherokee.....	Onawa.....			41 Pass. Cars		
	Cherokee.....	Sioux City, S. D.....	300.00	16,696.67	206 Freight Cars		
	Manchester.....	Cedar Rapids.....					
	Cedar Falls Jct.....	Minn. State Line.....					
Illinois Cent. R. R. Co..... Omaha }							
	Tara, Iowa.....	Council Bluffs.....	131.02	38,162.00			
Div. 3% gold.....						\$10,000.00 per an- num to provide fund for pay- ment of bonds at maturity.	
						\$16,733.60 per an- num to provide fund for pay- ment of prin. of bonds at maturity.	

9 REPORT RAILROAD AND WAREHOUSE COMMISSION.

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EMPLOYEES AND SALARIES—STATE OF MINNESOTA.

CLASS—	Number	Total No. of Days Worked.	Total Yearly Compensation	Average Daily Compensation.
General Officers	1	365	\$1,800.00	\$4.93
Other Officers	1	365	710.00	1.94
General Office Clerks	7	2,079	3,480.00	1.67
Station Agents	1	148	180.00	1.22
Other Station Men	8	2,788	10,314.92	3.70
Enginemen	8	2,802	6,104.31	2.18
Firemen	12	3,842	12,695.10	3.30
Conductors	20	11,374	22,475.16	1.98
Other Trainmen				
Machinists				
Carpenters		795	1,981.40	2.49
Other Shopmen				
Section foremen	6	1,827	2,790.00	1.53
Other Trackmen	66	8,873	12,326.83	1.39
Switchmen, Flagmen and Watchmen				
Telegraph Operators and Dispatchers	1	891	1,672.80	1.88
Employees—Account Floating Equipment				
All other Employees and Laborers	16	3,774	7,480.72	1.99
Total (including "General Officers")— Minnesota	147	39,923	\$84,011.24	\$2.10
Total (excluding "General Officers")— Minnesota	147	39,923	\$84,011.24	\$2.10
DISTRIBUTION OF ABOVE:				
Maintenance of Way and Structures	87	15,269	\$24,578.95	\$1.61
Conducting Transportation	60	24,654	59,432.29	2.41
Total (including "General Officers")— Minnesota	147	39,923	\$84,011.24	\$2.10
Total (excluding "General Officers")— Minnesota	147	39,923	\$84,011.24	\$2.10
Total (including "General Officers") Entire Line	3,592	1,017,797	\$1,906,615.51	\$1.87

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EXPLANATORY REMARKS.

Employees shown on page 59 are all employees of the Illinois Central Railroad Company.

DUBUQUE & SIOUX CITY RAILROAD.

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TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE.

ITEM—	Column for	Columns for
	No. Passen- gers, Tonnage, Car Mileage, No. Cars, etc.	Revenue and Rates.
		Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue.....	1,143,896	.....
Number of passengers carried one mile.....	49,704,418	.....
Number of passengers carried one mile per mile of road.....	65,615	.....
Average distance carried miles.....	43.17	.....
Total passenger revenue—page 35.....		\$1,148,045.58
Average amount received from each passenger.....		1.00.415
Average receipts per passenger per mile.....		.02.310
Total passenger receipts—Page 35.....		1,378,454.90
Passenger receipts per mile of road.....		1,813.09
Passenger receipts per train mile.....		.83.478
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue.....	1,684,006	.....
Number of tons carried one mile.....	308,157,082	.....
Number of tons carried one mile per mile of road.....	406,797	.....
Average distance haul of one ton..... miles.....	181.91	.....
Total freight revenue—page 35.....		2,457,015.32
Average amount received for each ton of freight.....		1.45.042
Average receipts per ton per mile.....		.07.973
Total freight receipts—Page 35.....		2,463,081.32
Freight receipts per mile of road.....		3,251.44
Freight receipts per train mile.....		1.34.566
TOTAL TRAFFIC—		
Gross receipts from operation—Page 35.....		4,122,561.01
Gross receipts from operation per mile of road.....		5,442.18
Gross receipts from operation per train mile.....		1.20.268
Operating expenses—page 45.....		3,516,690.55
Operating expenses per mile of road.....		4,642.37
Operating expenses per train mile.....		1.02.593
Income from operation—page 31.....		605,870.46
Income from operation per mile of road.....		799.81
CAR MILEAGE, ETC.—		
Mileage of passenger cars.....	6,809,113	.....
Average number of passenger cars per train mile.....	4.14	.....
Average number of passengers per train mile.....	30	.....
Mileage of loaded freight cars—north or east.....	13,343,345	.....
Mileage of loaded freight cars—south or west.....	14,917,868	.....
Mileage of empty freight cars—north or east.....	6,724,482	.....
Mileage of empty freight cars—south or west.....	3,830,969	.....
Average number of freight cars per train mile.....	21.21	.....
Average number of loaded cars per train mile.....	15.44	.....
Average number of empty cars per train mile.....	5.77	.....
Average number of tons of freight per train mile.....	168.36	.....
Average number of tons of freight per loaded car mile.....	10.90	.....
Average mileage operated during year.....	757.52	.....
	Miles.	Miles.
TRAIN MILEAGE—		
Mileage of revenue passenger trains.....		1,597,453
Mileage of locomotives employed in "helping" passenger trains.....	35,749	.....
Percentage of "helping" to revenue train mileage.....	2.24	.....
Mileage of revenue mixed trains.....		47,629
Mileage of revenue freight trains.....		1,782,526
Mileage of locomotives employed in "helping" mixed and freight trains.....	88,688	.....
Percentage of "helping" to revenue train mileage.....	4.85	.....
Total revenue train mileage.....		3,427,608
Mileage of nonrevenue trains.....		132,897

9 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 61.)

TRAFFIC AND MILEAGE STATISTICS—STATE OF MINNESOTA.

ITEM—	Column for No. Passen- gers, Tonnage, Car Mileage, No. Cars, etc.	Columns for Revenue and Rates.
		Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue....	53,996	.....
Number of passengers carried one mile.....	786,833	.....
Number of passengers carried one mile per mile of road	26,236	.....
Average distance carried, miles.....	14.59	.....
Total passenger revenue—Page 35.....		\$18,068.22
Average amount received from each passenger.....		38.481
Average receipts per passenger per mile.....		02.295
Total passenger receipts—Page 35.....		22,074.67
Passenger receipts per mile of road.....		738.07
Passenger receipts per train mile.....		36.370
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue— Page 63.....	301,996	.....
Number of tons carried one mile.....	6,401,037	.....
Number of tons carried one mile per mile of road.....	213,439	.....
Average distance haul of one ton, miles.....	21.19	.....
Total freight revenue—Page 35.....		38,883.14
Average amount received for each ton of freight.....		12.875
Average receipts per ton per mile.....		.607
Total freight receipts—Page 35.....		39,006.14
Freight receipts per mile of road.....		1,300.70
Freight earnings per train mile.....		66.008
TOTAL TRAFFIC—		
Gross receipts from operation—Page 35.....		61,282.81
Gross receipts from operation per mile of road.....		2,043.44
Gross receipts from operation per train mile.....		51.156
Operating expenses—Page 45.....		89,138.37
Operating expenses per mile of road.....		2,972.27
Operating expenses per train mile.....		74.409
Deficit from operation—Page 31.....		27,855.56
Deficit from operation per mile of road.....		928.83
CAR MILEAGE, ETC.—		
Mileage of passenger cars.....	196,780	.....
Average number of passenger cars per train mile.....	3.24	.....
Average number of passengers per train mile.....	13	.....
Mileage of loaded freight cars—North or East.....	369,274	.....
Mileage of loaded freight cars—South or West.....	318,322	.....
Mileage of empty freight cars—North or East.....	92,829	.....
Mileage of empty freight cars—South or West.....	97,940	.....
Average number of freight cars per train mile.....	14.86	.....
Average number of loaded cars per train mile.....	11.63	.....
Average number of empty cars per train mile.....	3.23	.....
Average number of tons of freight per train mile.....	108.31	.....
Average number of tons of freight per loaded car mile.....	9.31	.....
Average mileage operated during year.....	29.99	.....
	Miles.	Miles.
TRAIN MILEAGE—		
Mileage of revenue passenger trains.....		60,674
Mileage of locomotives employed in "helping" passen- ger trains.....	103	.....
Percentage of "helping" to revenue train mileage, per cent.....	17	.....
Mileage of revenue mixed trains.....		59,101
Mileage of revenue freight trains.....		
Mileage of locomotives employed in "helping" mixed and freight trains.....	580	.....
Percentage of "helping" to revenue train mileage, per cent.....	98	.....
Total revenue train mileage.....		119,795
Mileage of nonrevenue trains.....		17,699

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FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

COMMODITY—	Freight Originat- ing on this Road	Freight Received from Con- necting Roads and Other Carriers.	Total Freight Tonnage.	
	Tons.	Tons.	Whole Tons.	Per Cent.
Products of Agriculture—				
Grain	11,993	11,327	23,320	7.72
Flour	61	59,151	59,212	19.61
Other mill products.....		14,750	14,750	4.88
Hay	31	107	138	.05
Tobacco		53	53	.02
Cotton		135	135	.04
Fruit and vegetables.....	12	8,767	8,779	2.91
Products of Animals—				
Live stock	1,865	6,539	8,404	2.78
Other packing-house products.....		1,653	1,653	.55
Poultry, game and fish.....		1,831	1,831	.61
Wool		205	205	.07
Hides and leather		364	364	.12
Products of Mines—				
Anthracite coal		532	532	.18
Bituminous coal		31,027	31,027	10.27
Coke		368	368	.12
Stone, sand and other like articles.....	64	26,858	26,922	8.92
Products of Forest—				
Lumber	84	46,114	46,198	15.30
Manufactures—				
Petroleum and other oils.....		4,843	4,843	1.60
Sugar		3,919	3,919	1.30
Naval stores		437	437	.14
Iron, pig and bloom.....		344	344	.11
Iron and steel rails.....		847	847	.28
Other castings and machinery.....	33	2,834	2,867	.95
Bar and sheet metal.....	47	3,611	3,658	1.21
Cement, brick and lime.....		5,510	5,510	1.82
Agricultural implements		3,715	3,715	1.23
Wagons, carriages, tools, etc.....		1,335	1,335	.44
Wines, liquors and beers.....		260	260	.09
Household goods and furniture.....	29	1,411	1,440	.48
Merchandise	926	21,330	22,256	7.37
Miscellaneous—				
Other commodities not mentioned above.....	273	26,401	26,674	8.83
Total tonnage—Minnesota	15,418	286,578	301,996	100.00
Total Tonnage—Entire Line	783,442	910,564	1,694,006

9 REPORT RAILROAD AND WAREHOUSE COMMISSION.

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DESCRIPTION OF EQUIPMENT.

ITEM.	No. Added During Year	Total No. at End of Year	Equipment Fitted With Train Brake		Equipment Fitted with Automatic Coupler	
			No.	Name	No.	Name
Locomotives—Owned and leased						
Passenger.....		17	17	Westinghouse.....	17	Thurmond.
Freight.....		30	30	Westinghouse.....	30	Thurmond.
Switching.....		8	8	Westinghouse.....	8	Thurmond.
Total locomotives in service.....		55	55		55	
Total locomotives owned.....		55	55		55	
Cars—Owned and leased—						
In Passenger Service—						
First-class cars.....		28	28	Westinghouse.....	28	Janney.
Second class cars.....						
Combination cars.....						
Emigrant cars.....						
Dining cars.....						
Parlor cars.....						
Sleeping cars.....						
Baggage, express and postal cars.....		17	17	Westinghouse.....	17	Janney.
Other cars in passenger serv- ice.....						
Total.....		45	45		45	
In Freight Service.—						
Box cars.....		137	137	Westinghouse.....	137	Little Giant.
Flat cars.....		24	24	Westinghouse.....	24	Little Giant.
Stock cars.....		24	24	Westinghouse.....	24	Little Giant.
Coal cars.....		14	14	Westinghouse.....	14	Little Giant.
Tank cars.....						
Refrigerator cars.....						
Other cars in freight service.....						
Total.....		199	199		199	
In Company's Service—						
Officers' and pay cars.....						
Gravel cars.....						
Derrick cars.....						
Caboose cars.....		7	7	Westinghouse.....	7	Chicago.
Other road cars.....						
Total.....		251	251		251	
Total cars in service.....						
Total cars owned.....		251	251		251	

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MILEAGE.

A. Mileage of Road Operated (All Tracks).

LINE IN USE—	Line Represented by Capital Stock		Line of Proprietary Companies	Line Operated Under Lease	Line Operated Under Contract Etc.	Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs							Iron	Steel
Miles of single track	326.58	430.94	.....	.....	.....	.....	757.52	.....	.....	757.52
Miles of second track .....	.61	1.74	.....	.....	.....	.....	2.35	.....	.....	2.35
Miles of third track .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of fourth track .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of yard track and sidings	157.13	29.43	.....	.....	.....	.....	186.56	.....	7.52	179.04
Miles of additional track	2.67	1.40	.....	.....	.....	.....	4.07	.....	.....	4.07
Total mileage operated (all tracks)	486.99	463.51	.....	.....	.....	.....	950.50	.....	7.52	942.98

B. Mileage of Line Operated by States and Territories (Single Track).

State or Territory—	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iowa	326.58	386.00	.....	.....	.....	.....	712.58	.....	.....	712.58
South Dakota .....	.....	.....	.....	.....	.....	.....	14.86	.....	.....	14.86
Minnesota .....	.....	29.99	.....	.....	.....	.....	29.99	.....	.....	29.99
Total Mileage Operated (single track) ..	326.58	430.94	.....	.....	.....	.....	757.52	.....	.....	757.52

C. Mileage of Line Owned by States and Territories (Single Track).

Same as above, "B."

(Page 67B.)

MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

LINE IN USE—	Line Represented by Capital Stock		Line of Proprietary Companies	Line Operated Under Lease	Line Operated Under Contract Etc.	Line Operated Under Franchise Rights	Total Mileage Operated	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs							Iron	Steel
Miles of single track	29.99	.....	.....	.....	.....	29.99	.....	.....	29.99
Miles of second track
Miles of third track
Miles of fourth track	4.94	.....	.....	.....	.....	4.94	.....	.....	4.94
Miles of yard track and sidings
Total Mileage Operated (all tracks)	34.93	.....	.....	.....	.....	34.93	.....	.....	34.93

B. Mileage of Line Operated by States and Territories (Single Track).

State of Minnesota	29.99	.....	.....	.....	.....	.....	29.99	.....	.....	29.99
Total Mileage Operated (single track)	29.99	.....	.....	.....	.....	.....	29.99	.....	.....	29.99

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OF MINNESOTA—	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs			Iron	Steel
Minnesota	29.99	29.99	.....	.....	29.99
Total mileage owned (single track)	29.99	29.99	29.99

DUBUQUE & SIOUX CITY RAILROAD.

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RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind	Tons	Weight Per Yard. Pounds	Av. Price Per Ton at Distribut'g Point. Dollars	Kind	Number	Av. Price at Distributing Point. Cents
Steel.....				Oak.....	1,350	33
				Red oak, treated.....	100	38
Total.....				Total.....	1,450	

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES—	Coal, Tons, Bitumi- nous	Wood, Cords, Hard	Total Fuel Consumed, Tons	Miles Run	Average Pounds Consumed Per Mile
Passenger.....	2,910	19	2,922.67	106,328	54.97
Freight.....	10,148	66	10,192.00	103,709	196.55
Switching.....	178	12	186.00	3,080	120.78
Construction.....	512	2	513.33	16,874	60.84
Total.....	13,748	99	13,814.00	229,901	120.13
Average cost at distributing point....	.96	1.33	.96		

(Page 71.)

ACCIDENTS TO PERSONS--STATE OF MINNESOTA.

A. Accidents Resulting from the Movement of Trains, Locomotives or Cars.

KIND OF ACCIDENT	EMPLOYERS												
	Trainmen		Switchmen, Flagmen and Watchmen		Station Men		Shop Men		Trackmen		Other Employees		Total
	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	
Coupling or uncoupling													
Collisions													
Derailments													
Parting of trains													
Locomotives or Cars breaking down													
Falling from trains, locomotives, or cars													
Jumping on or off trains, locomotives, or cars													
Struck by trains, locomotives, or cars	1												1
Overhead obstructions													
Other causes													
Total	1												1

KIND OF ACCIDENT	PASSENGERS		OTHER PERSONS				SUMMARY		Total
	Killed	Injur'd	Trespassing		Not Trespassing		Total		
			Killed	Injur'd	Killed	Injur'd			
	Collisions								
Derailments									
Parting of trains									
Locomotives or cars breaking down									
Falling from trains, locomotives, or cars									
Jumping on or off trains, locomotives, or cars									
Struck by trains, locomotives, or cars									
At highway crossings									
At stations									
At other points along track									
Other causes									
Total								Employees..... Passengers..... Other persons.....	1 1 1

(Page 73.) CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

WORKING DIVISIONS OR BRANCHES			ALIGNMENT			PROFILE						
From	To	Miles	Num-ber of Curves	Agg'gate Length of Curved Line Miles	Length of Straight Line Miles	Length of Level Line Miles	Ascending Grades			Descending Grades		
							No.	Sum of Ascents Feet	Aggregate Length of Ascending Grades Miles	No.	Sum of Descents Feet	Aggregate Length of Descending Grades Miles
Iowa State Line.....	So. Dak. State Line.....	11.46	8	1.17	10.23	1.14	11	438.7	1.76	12	408.9	8.50
Iowa State Line.....	Glenville Jct.....	18.59	9	1.56	17.01	1.99	9	180.0	9.37	11	138.0	7.33
Total .....	.....	29.99	17	2.75	27.24	3.03	20	618.7	11.13	23	633.9	15.83

9 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 75.)

CHARACTERISTICS OF ROAD—Continued—STATE OF MINNESOTA.

Bridges, Trestles, Tunnels, Etc.

ITEM.	Number	Aggregate Length Feet	Minimum Length Feet	Maximum Length Feet	ITEM	Number	Height of Lowest Above Surface of Rail Ft. In.
Bridges—					Overhead Highway Crossings—		
Stone.....	8	18	6	6	Bridges.....		
Iron.....	2	265	101	194	Total.....		
Wooden.....					Overhead Railway Crossings:		
Total.....	5	313			Bridges.....		
Trestles—	16	1,560	17	850	Total.....		

Gauge of track, 4 feet 8½ inches. 29.99 miles.

TELEGRAPH.

B. Owned by Another Company, but Located on Property of Road Making This Report.

Miles of Line	Miles of Wire	Name of Owner	Name of Operating Co.
30.00	80.00	Western Union Telegraph Co.	Ill. Cent. R. R. for railroad purposes.

DUBUQUE & SIOUX CITY RAILROAD.

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CAR MILEAGE.

Paid or Allowed for Rolling Stock not the Property of Railroads nor Consigned for Use by Lease.

Illinois Central Railroad Company:—Statement of Amount Paid Private Car Lines, Year Ending June 30, 1903.

NAME OF OWNER—	Description	Rate, Cents	Amount
Alexander's Molasses Tank Line.....	Tank	3-4	\$199.31
American Car Foundry Co.	Box	3-5	26
American Cotton Oil Co.	Tank	3-4	8,135.01
American Express Co.	Refrigerator	3-4	3,139.23
American Fast Freight Line	Box and Refg.	3-4—3-5	48.36
American Live Stock Trans. Co.	Stock	3-4—3-5	268.87
American Refrigerator Transit Co.	Refrigerator	3-4	4,663.22
American Tank Line	Tank	3-4	622.72
Anglo-American Refg. Car Co.	Box	3-4	1,927.67
	Tank	3-5	
Arbuckle's Arlosa Despatch	Refrigerator	1	146.75
	Box	3-5	
Armour Car Lines	Refrigerator	3-4	85,744.11
	Stock, Box	3-5	
Arms Palace Horse Car Co.	Stock	3-4—3-5	814.27
Anquilla Tank Line	Tank	3-4	11.64
American Oil Works	Tank	3-4	4.99
Bloom, Furn. Desp. Line	Box	3-5	1.31
Barrett & Barrett	Box	3-5	1.94
Barrett Manufacturing Co.	Tank	3-4	859.96
Booth Cold Storage System	Refrigerator	3-4	1,417.58
Brill, J. G., & Co.	Box	3-5	44.99
Brownell Improvement Co.	Box	3-5	64.69
Buckeye Cotton Oil Co.	Tank	3-4	12.17
Burton Stock Car Co.	Stock	3-4—3-5	3,018.47
Bushell, A. A. & Son	Box	3-5	1.12
Black River Trans. Co.	Box	3-5	8.67
Buckeye Trans. Co.	Refrigerator	3-4	1.06
Big Creek Lumber Co.	Box	3-5	61.03
Canda Cattle Car Co.	Stock	3-4—3-5	1,127.09
Canfield Oil Co.	Tank	3-4	330.16
Cedar Rapids Refg. Express	Refrigerator	1—3-4	29.07
Central Commercial Co.	Box	3-5	12.12
Central Chemical Co.	Tank	3-4	5.38
Chicago Crushed Stone Co.	Gondola	3-5	6.36
Chicago, N. Y. & Boston Refg. Co.	Refrigerator	3-4	1,884.21
Chicago Sand Co.	Gondola	3-5	3.08
Cleveland Provision Co.	Box and Refg.	3-4—3-5	32.91
Consumers Bark Brew. Co.	Refrigrator	3-4	33
Cold Blast Trans. Co.	Refrigerator	3-4	3,318.98
Columbia Refining & Mfg. Co.	Tank	3-4	490.38
Columbia Tank Line	Tank	3-4	6.15
Commerce Despatch Line	Tank	3-4	29.13
Consolidated Cattle Car Co.	Stock	3-4—3-5	648.67
Continental Fruit Express	Refrigerator	3-4	4,175.54
Crew Levick Co.	Tank	3-4	13.99
Craig Oil Co.	Tank	3-4	48.78
Crerar, Clitch & Co.	Coal	3-5	3,919.89
Crescent Tank Line	Tank	3-4	172.19
Crocker Chair Co.	Box	3-5	4.43
Crystal Oil Works	Tank	3-4	7.53
Creole Star Tank Line	Tank	3-4	47.32
Crystal Tank Line	Tank	3-4	1,566.50
Cudahy Milwaukee Refg. Line	Refrigerator	1—3-4	1,796.30
Cudahy Refg. Line	Refrigerator	1—3-4	4,775.46
Coleman, W. H.	Box	3-5	12.78
Cupples Wooden Ware Co.	Box	3-5	31.91
Cudahy, John	Tank and Refg.	3-4	70.66
Case, J. I.	Box	3-5	102.55
Central Land Co.	Tank	3-4	3.85
De Sota Coal Wash Co.	Tank	3-4	99
Dolese & Shephard	Gondola	3-5	822.33
Dairy Shippers Despatch	Refrigerator	3-4	1,377.68
Daniels, E. F. & Co.	Coal	3-5	1,018.81

9 REPORT RAILROAD AND WAREHOUSE COMMISSION.

CAR MILEAGE—Continued.

NAME OF OWNER—	Description	Rate, Cents	Amount
Deere, John & Co.	Box	3-5	43.31
Dixie Oil Works	Tank	3-4	26.55
Doid Packing Co.	Refrigerator	1-3-4	251.25
Det. City Gas Co.	Tank	3-4	78.96
Det. & Bean Oil Co.	Tank	3-4	27.81
Diamond Car Line	Tank	3-4	126.22
Eagle Cotton Oil Co.	Tank	3-4	142.77
Express Coal Line	Gondola and Box	3-5	20.96
Enterprise Oil Works	Tank	3-4	13.48
Empire Oil Works	Tank	3-4	6.06
Fairbank, N. K.	Box	3-5	438.11
Farrell Car Line	Tank	3-4	59.67
Freedom Oil Works	Tank	3-4	43.16
Ford's Man. Co.	Box	3-5	70.88
Fox River Despatch	Refrigerator	3-4	14.44
Garden City Dairy Co.	Tank	3-4	122.83
Gelser Mfg. Co.	Box	3-5	12.01
German-American Refg. Ex.	Refrigerator	1-3-4	4,436.40
Germania Refining Co.	Tank	3-4	113.63
Globe Refining Co.	Tank	3-4	4,783.59
Globe Soap Co.	Tank	3-4	196.06
Guffy Tank Line	Tank	3-4	6.75
Goyer Tank Line	Tank	3-4	310.19
Gregory, Ed.	Tank	3-4	2.31
Gregory Tank Line System	Tank	3-4	92.06
Hammond Refrigerator Line	Refrigerator	1	3,620.40
	Box	3-4	
	Box	3-5	.08
	Box	3-5	
Harris & Cole Bros.	Box	3-5	1.97
Horlick's Food Co. Car Line	Box	3-5	18.32
Hydraulic Pressed Brick Co.	Refrigerator	3-4	48.48
Highland Brew. Co.	Coal	3-5	141.92
Illinois Valley Coal Co.	Tank	3-4	66.28
Independent Refining Co.	Refrigerator	3-4	11.82
Indianapolis Brew. Co. Refg. Line	Tank	3-4	188.68
Isteroma Tank Line	Box	3-5	15.21
Iroquois Line	Refrigerator	3-4	8.05
Ind. Abattoir Co.	Box	3-5	26.26
Ind. Ice Co.	Tank	3-4	24.19
Imperial Oil Works	Tank	3-4	1.58
Jackson Cotton Oil Co.	Refrigerator	1-3-4	837.46
Kansas City Refg. Car. Co.	Tank	3-4	3,636.43
Kentucky Refining Co.	Stock	3-4-3-5	76.85
Keystone Live Stock Ex.	Refrigerator	1-3-4	1,107.08
Kingan Refrigerator Line	Box	3-5	17.02
Kingman & Co.	Box	3-5	1.76
Kulckerbocker Ice Co.	Gondola	3-5	.01
Krug Sand Co.	Box	3-5	.77
Kennedy Morelock Stave Co.	Tank	3-4	7.36
Lake Carriers Oil Co.	Tank	3-4	78.40
Lawler & Chaery	Tank	3-4	12.14
Lever Bros.	Tank	3-4	3.33
Lewis Roofing & Mfg. Co.	Refrigerator	1-3-4	862.14
Libby, McNeill & Libby	Refrigerator	1-3-4	3,541.35
Lipton Car Lines	Box, Poultry	3-4	977.19
Live Poultry Trans. Co.	Tank	3-4	31.24
L. A. Molasses Co., Ltd., Tank Line	Tank	3-4	71.93
Louisville Cotton Oil Co.	Refrigerator	3-4	12.63
Louisville Packing Co.	Tank	3-4	4.18
Levi Smith	Tank	3-4	310.13
Mil. Gas Light Co.	Coal	3-5	28.19
Monongah Coal & Coke Co.	Box	3-5	2.10
Mann Bros.	Box	3-5	10.36
Mansur & Tebbetts Imp. Co.	Box	3-5	37.59
Marsden Co.	Stock	3-4-3-5	9,336.06
Mather Horse & Stock Car Co.	Tank	3-4	596.28
Matthiessen-Hegeler Zinc Co.	Box	3-5	98.24
Menasha Wooden Ware Co.	Tank	3-4	95.52
Merchants & Planters Oil Co.	Refr. and Box	3-4-3-5	9,160.58
Merchants Despatch Trans. Co.	Tank	3-4	13.54
Midland Linseed Despatch	Coal	3-5	6.79
Montana Coal & Coke Co.	Box	3-5	2.40
Moseley Bros.	Refrigerator	3-4	431.33
Morrell Refrigerator Line			

DUBUQUE & SIOUX CITY RAILROAD.

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CAR MILEAGE—Continued.

NAME OF OWNER—	Description	Rate. Cents	Amount
Morris & Co.	Box	1	7,160.78
	Tank	3-4	
	Refrigerator	3-5	
McCaw Man. Co.	Box	3-5	6.48
Michigan Ammonia Works	Tank	3-4	22.68
National Cooperage & Wood. Ware Co.	Box	3-5	7.48
National Oil Works	Tank	3-4	77.96
National Rolling Stock Co.	Box	3-5	7.98
New England Car Co.	Stock	3-4—3-5	443.51
North & South Rolling Stock Co.	Refrg., Stk. and Box	3-5	953.98
National Cooperage Co.	Box	3-5	4.10
Omaha Packing Co.	Refrigerator	1—3-4	2,727.97
Peoria Straw Board Co.	Box	3-5	75.77
Paducah Cooperage Co.	Box	3-5	84.07
Pabst Refg. Line (See U. R. T. Co.)	Refrigerator	1—3-4	259.26
Pittsburg Oil & Ref. Co.	Tank	3-4	4.57
Pacific Stock Express	Stock	3-4—3-5	8.87
Paragon Refining Co.	Tank	3-4	40.10
Pacific Pack. & Nav. Co.	Refrigerator	3-4	17.
Peerless Transit Co.	Tank	3-4	210.38
Penn. Refining Co.	Tank	3-4	80.18
Peoria & Hutchinson Cooperage Co.	Box	3-5	12.44
Pittsburg Buffalo Co.	Box	3-4	2.54
Pittsburg Plate Glass Co.	Box	3-5	302.38
Provision Dealers Dispatch	Refrigerator	1—3-4	3,415.30
Produce Shippers Dispatch	Refrigerator	1—3-4	2,649.59
Paris Wagon & Car Co.	Box	3-5	3.21
Proctor & Gamble	Tank	3-4	3,067.42
Record Oil Co.	Tank	3-4	2,089.45
Rend & Co., W. P.	Box	3-5	5.62
Ry. State Refg. Co.	Refrigerator	3-5	1.00
Republic Oil Co.	Tank	3-4	662.19
Rumely, M. & Co.	Box	3-5	12.30
Sioux Pav. & Brick Co.	Box	3-5	.97
Seattle San. Nav. Co.	Box	3-4	1.32
St. Charles Refg. Despatch	Refrigerator	3-4	3.44
Solvey Process Co.	Tank	3-4	447.66
St. Louis Refg. Car Co.	Refrigerator	1—3-4	7,325.39
Sterling Tank Line	Tank	3-4	142.03
S. W. Co.	Box	3-5	.27
Santa Fe Refg. Line	Refrigerator	3-4	1,741.84
Sayers Tank Line	Tank	3-4	147.51
Stickley Bros.	Box	3-5	2.20
Southern Cons. Co.	Box	3-5	34.95
Sioux City Refg. Line	Refrigerator	3-4	12.47
Shippers Refg. Car Line	Refrigerator	3-4	46.77
Shotter, S. P.	Tank	3-4	203.43
Seaboard Ref. Co.	Tank	3-4	544.76
St. Louis Car Co.	Box	3-5	43.51
Southeastern Line	Box	3-5	381.71
St. Louis Port. Cement Co.	Box	3-4	10.30
Southern Cotton Oil Co.	Tank	3-4	295.52
Southern Despatch L. L.	Refrig. and Box	3-4—3-5	274.67
Southern Freight Line	Box	3-5	31.42
Southern Iron Car Line	Box	3-5	240.30
Southern Oil Tank Line	Tank	3-4	203.72
Special Freight Despatch	Refrig., Box	3-4—3-5	423.64
Squires Car Line	Box	3-5	14.91
Stoll Oil Co.	Tank	3-4	33.34
Street's Western Stable Car Line	Stock	3-4—3-5	27,382.16
Swift Refg. Line	Box	1	28,764.82
	Tank	3-4	
	Refrigerator	3-5	
Taylor Coal Co.	Coal	3-5	455.58
Titusville Oil Works	Tank	3-4	84.25
Standard Butt Refg. Ex.	Refrigerator	3-4	10.81
Union Refg. Transit Co.	Box and Refg.	1—3-4	10,512.63
Union Tank Line	Tank	3-4	21,736.25
Venice Trans. Co.	Flat	3-5	153.81
Virginia & Alabama Coal Co.	Coal	3-5	3.10
United Zinc & Chemical Co.	Tank	3-4	10.60
Vizard Tank Line	Tank	3-4	49.69
Waters, Pierce Oil Co.	Tank	3-4	382.00
Waverly Oil Co.	Tank	3-4	35.02
Weaver Coal Co.	Coal	3-5	136.00
Western Live Stock Ex.	Stock	3-4—3-5	20.28
Western Refrigerator Line	Refrigerator	3-4	1,240.25

9 REPORT RAILROAD AND WAREHOUSE COMMISSION.

CAR MILEAGE—Continued.

NAME OF OWNER—	Description	Rate, Cents	Amount
Western Refrigerator Translt Co.	Refrigerator	3-4	1,097.08
Wogan Bros.	Tank	3-4	390.88
Wolf Refg. Line	Refrigerator	3-4	9.20
Winona Zinc Co.	Tank	3-4	6.00
Willis Creek Coal Co.	Coal	3-5	1.02
Texas Oil Line	Tank	3-4	29.10
Sherman Oil Co.	Tank	3-4	11.61
Total .....	.....	.....	\$315,532.24

(Page 79.) TAXES AND ASSESSMENTS OF ALL KINDS.
For Reporting Company's Owned and Proprietary Lines.

STATE OR TERRITORY—	AD VALOREM TAX		SPECIFIC TAXES			On Prop-erty Owned not Used in Operation and Miscellaneous	Internal Revenue, U. S. Govern-ment	Total
	On the Value of Real and Personal Property	On the Value of Stocks, Bonds, Loans, or other Results of Operation	On the Value of Stocks, Bonds, Loans, or other Results of Operation	On Gross or Net Earn-ings, Reve-nue, or Dividends	On Traffic or Some Phys-ical Quality of Property Operated, or on Privilege			
Minnesota.....	\$138,632.14	.....	.....	\$2,031.71	.....	.....	.....	\$2,031.71
Other States.....	\$138,632.14	.....	.....	.....	\$1,790.90	.....	.....	140,423.04
Total.....	\$138,632.14	.....	.....	\$2,031.71	\$1,790.90	.....	.....	\$142,504.75

Duluth & Iron Range Railroad Company.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? The Duluth and Iron Range Railroad Company.
2. Date of organization? December 21st, 1874.
3. Under laws of what Government, State, or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Under General Laws of the State of Minnesota.
4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Not a consolidated company.

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ORGANIZATION.

Title.	Name.	Location of Office.
Thomas Murray.....	New York.....	June, 1905.
James Gayley.....	New York.....	June, 1905.
A. H. Viele.....	Duluth	June, 1905.
R. Angst.....	Duluth	June, 1905.
C. P. Coffin.....	Chicago.....	June, 1904.
C. M. Schwab	New York.....	June, 1904.
F. E. House	Duluth	June, 1904.
Wm. Edenborn	New York.....	June, 1904.
J. H. Chandler.....	Chicago.....	June, 1906.
E. H. Gary.....	New York.....	June, 1906.
W. P. Hulst.....	Duluth	June, 1906.
J. F. Cole	Duluth	June, 1906.
F. H. White.....	Duluth	June, 1906.

Total number of stockholders at date of last election? 19.

Date of last meeting of stockholders for election of directors? June 5th, 1903.

Give postoffice address of general office. Duluth, Minn.

Give postoffice address of operating office. Duluth, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed. Name, A. H. Viele; title, auditor; address, Duluth, Minn.

(Page 7.)

OFFICERS.

President	F. E. House	Duluth, Minn.
First vice-president	A. H. Viele	Duluth, Minn.
Secretary	H. Johnson	Duluth, Minn.
Treasurer	C. P. Coffin	Chicago, Ill.
Asst. sec. and asst. treas.	Thomas Murray,	New York, N. Y.
General solicitor	J. B. Cotton	Duluth, Minn.
General counsel	F. B. Kellogg	St. Paul, Minn.
Special counsel	J. H. Chandler	Chicago, Ill.
Auditor	A. H. Viele	Duluth, Minn.
General manager	F. E. House	Duluth, Minn.
Chief engineer	R. Angst	Duluth, Minn.
Superintendent	Thos. Owens	Two Harbors, Minn.
Asst. superintendent	A. D. Holliday...	Two Harbors, Minn.
Master mechanic	H. S. Bryan	Two Harbors, Minn.
Superintendent of telegraph	A. D. Holliday...	Two Harbors, Minn.
General freight agent.....	A. H. Viele	Duluth, Minn.
General passenger agent .		
General ticket agent.....		
General baggage agent...	A. H. Viele	Duluth, Minn.
Asst. land commissianer ...		
Land commissioner		
	B. P. Crane	Duluth, Minn.
	L. B. Arnold	St. Paul, Minn.

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PROPERTY OPERATED—STATE OF MINNESOTA.

See page 9.

10 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 9.)

PROPERTY OPERATED.

(For Roads Making Operating Reports.)

Name of Every Railroad, the Operations of which are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order :

1. Railroad line represented by capital stock :
 - a Main line.
 - b Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon the earnings or other considerations.
5. Line operated under Trackage Rights.

NAME—	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
1. a The Duluth & Iron Range Railroad Company . . .	Duluth	Ely	117.224	.....
	Tower Junction	Tower	1.40	.....
	Allen Junction	Virginia	25.304	.....
	McKinley	Eveleth	8.63	.....
	Waldo	Drummond	8.50	.....
b	.....	.....	48.480	.....
5.	Union Depot, Duluth.....	3th Ave. E., Duluth	.....	200.538
	.....	.....	.....	.80
Total	.....	.....	.....	210.338

(Page 11.)

PROPERTY OPERATED—Continued.

Name of all Coal, Bridge, Canal, or other Properties, the Earnings and Expenses of which affect the General Balance Sheet—Pages 49 and 51.

Name.	Character of Business.	Title, Owned, Leased etc.	State or Territory.
Swamp Land Grant.....	Examining and locating lands; also sale of same.....	Owned	Minnesota.
Tug Boat "Edna G.".....	Towing	Owned	Minnesota.

(Page 17.)

CAPITAL STOCK.

DESCRIPTION—	Number of Shares Authorized	Par Value of Shares	Total Par Value Authorized	Total Am't Issued and Outstanding	Dividends Declared During Year	
					Rate Per Cent	Amount
Capital stock—						
Common	100,000	\$100.00	\$10,000,000	\$3,000,000.00		
Preferred						
Total	100,000	\$100.00	\$10,000,000	\$3,000,000.00		

MANNER OF PAYMENT FOR CAPITAL STOCK.

	Number of Shares Issued during year.	Cash Realized on Amount Issued during Year	Total No. Shares Issued and Outstanding.	Total Cash Realized.
Issued for cash:—				
Common			30,000	\$3,000,000.00
Preferred				
Issued for construction—				
Common				
Preferred				
Issued for reorganization—				
Common				
Preferred				
Total			30,000	\$3,000,000.00

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

CLASS OF BOND OR OBLIGATION.	TIME		Amount of Authorized Issue	Amount Issued	Amount Outstanding	Cash Realized on Amount Issued	INTEREST		
	Date of Issue	When Due					Rate Pr. Ct.	When Payable	Amount Paid During Year
First mortgage	Oct. 1, 1887	Oct. 1, 1937	\$8,151,000	\$8,151,000	\$6,732,000	.....	5	A. & O.	\$351,900.00
Second mortgage	Jan. 1 1896	Jan. 1 1916	5,000,000	5,000,000	4,500,000	.....	6	J. & J.	269,880.00
Mortgage bonds .....	.....	.....	\$13,151,000	\$13,151,000	\$11,232,000	.....	.....	.....	\$621,680.00
Grand Total	\$13,151,000	\$13,151,000	\$11,232,000	\$621,680.00

* See opposite page as to 1st and 2nd Mortgage Bonds.

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EXPLANATORY REMARKS.

The authorized issue of this Company's 5 per cent first mortgage bonds is:—

1st. For the purpose of paying off and retiring \$2,500,000.00 outstanding 6 per cent first mortgage bonds and also for the improvement and further equipment of its railroad from Duluth to Tower and also for the purchase, construction and improvement of ore and merchandise docks and terminal facilities.....\$3,500,000.00

2nd. An additional amount per mile for every mile of single track extensions and branches thereafter acquired or constructed, per mile.....25,000.00

3rd. An additional amount for every mile for additional equipment not exceed-
cost.....7,000.00

4th. An additional amount per mile of double main track.....12,000.00

5th. The authorized issue of this company's 6 per cent second mortgage bonds is for the purpose of paying off and retiring \$3,000,000.00 outstanding income certificates and for the payment or funding of any outstanding obligations of the railroad company for the improvement and further equipment of its line of railroad, and also for the purchase, construction and improvement of ore and merchandise docks and terminal facilities.

(Page 23.) RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT—	Amount Issued	Amount Outstanding	INTEREST	
			Amount Accrued during Year	Amount Paid during Year
Mortgage bonds—page 19	\$13,151,000.00	\$11,292,000.00	\$906,600.00	\$821,680.00
Miscellaneous obligations—page 19				
Total	\$13,151,000.00	\$11,292,000.00	\$906,600.00	\$821,680.00

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.	Current Liabilities Accrued to and Including June 30, 1908.	
Cash	\$6,771,218.27	Receiver's certificates
Bills receivable	467.72	Loans and bills payable
Due from agents	81,980.92	Audited vouchers and accounts
Due from solvent companies and individuals	256,683.20	Wages and salaries
Net traffic balances due from other companies	3,376.31	Net traffic balances due to other companies
Other cash assets (excluding "Materials and Supplies")*	20,410.60	Matured interest coupons unpaid (inc. coupons due July 1 Taxes due January 1st, 1904)
Total—Cash and current assets	\$6,134,150.02	Miscellaneous
Balance—Current liabilities		Total—Current liabilities
Total	\$6,134,150.02	Balance—Cash assets
		Total

*Materials and supplies on hand, \$232,048.53.

(See General Balance Sheet—page 49.)

10 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 25.)

RECAPITULATION.

A. For Mileage owned by Road making this Report.

ACCOUNT—	Total Amount Outstanding	APPORTIONMENT		AMOUNT PER MILE OF LINE	
		To Railroads	To Other Properties	Miles	Amount
Capital stock—page 17.....	\$3,000,000.00	\$3,000,000.00	.....	209.53	\$14,313
Bonds—page 19 (grand total).....	11,232,000.00	11,232,000.00	.....	209.53	53,606
Equipment trust obligations—page 21.....	.....	.....	.....	.....	.....
Total.....	\$14,232,000.00	\$14,232,000.00	.....	209.53	\$87,923

B. For Mileage Operated by Road making this Report (Trackage Rights excluded), the Operations of Which are Included in the Income Account—Page 31.

NAME OF ROAD—	Capital Stock	Funded Debt	Total	AMOUNT PER MILE OF LINE	
				Miles	Amount
The Duluth & Iron Range Railroad Company	\$3,000,000.00	\$11,232,000.00	\$14,232,000.00	209.53	\$87,923
Grand total	\$3,000,000.00	\$11,232,000.00	\$14,232,000.00	209.53	\$87,923

(Page 27.) COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM—	Expenditures During Year		Total Cost to June 30, 1902	Total Cost to June 30, 1903	Cost Per Mile
	Charged to Income Acct as Permanent Improvements	Charged to Construction or Equip- ment			
CONSTRUCTION:					
Engineering		\$885.60	\$154,181.89	\$154,867.49	\$739.09
Right of way and station grounds		1,004.75	5,079,886.40	5,090,891.15	24,248.06
Real estate					
Grading		14,319.79	3,189,518.54	3,203,838.33	15,290.01
Tunnels					
Bridges, trestles, and culverts					
Ties					
Rails		5,407.76	217,574.97	217,574.97	1,038.36
Track fastenings		8,116.68	262,149.44	267,567.20	1,276.89
Frogs and switches		1,382.85	886,381.45	894,498.13	4,208.91
Ballast		5,181.78	164,355.62	165,738.47	790.97
Track laying and surfacing		4,979.03	109,112.46	114,324.24	545.60
Fencing right of way		1,830.14	493,614.58	498,593.91	2,379.49
(Crossings, cattle guards, and signs		2,142.86	152,391.76	154,221.90	736.01
Interlocking or signal apparatus			25,958.89	28,701.75	136.98
Telegraph lines		8,912.12	9,232.05	9,232.05	44.06
Station buildings and fixtures		913.54	71,961.09	80,873.21	386.96
Shops, roundhouses, and turntables			46,243.76	47,157.30	225.05
Shop machinery and tools			238,286.44	238,286.44	1,137.20
Water stations		1,019.08	62,500.27	62,500.27	298.28
Fuel stations		5,992.71	64,722.58	65,711.68	313.75
Grain elevators			35,200.41	41,193.12	196.59
Storage warehouses					
Docks and wharves					
Electric light plants					
Electric motive power plants					
Gas making plants					
Miscellaneous structures		1,956.24	1,282,361.08	1,282,361.08	6,119.94
Legal expenses			10,987.32	10,987.32	52.41
Interest and discount					
General expenses			64,245.20	66,204.44	315.95
Total Construction		\$64,447.93	\$13,061,903.37	\$13,156,051.30	\$62,735.99

10 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 29.) COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS. Continued.

ITEM—	Expenditures During Year Not Included in Operating Expenses		Total Cost to June 30, 1902	Total Cost to June 30, 1903	Cost Per Mile
	Charged to Income Acc't as Permanent Improvements	Charged to Construction or Equip- ment			
EQUIPMENT:					
Locomotives			\$800,123.95	\$800,123.95	\$3,818.51
Passenger cars			47,167.87	47,167.87	225 10
Sleeping parlor, and dining cars					
Baggage, express, and postal cars					
Combination cars			5,130.00	5,130.00	24.48
Freight cars			13,992.20	13,992.20	66.78
Other cars of all classes		507,183.68	1,723,984.18	2,236,073.86	10,671.45
Floating equipment		4,127.96	39,250.79	43,378.15	207.02
Total equipment			35,397.50	35,397.50	188.93
Total construction—page 27		\$311,237.04	\$2,669,986.49	\$3,181,233.53	\$15,182.27
Total construction—page 27		64,447.93	13,091,603.37	13,156,051.30	62,785.99
Grand total cost construction, equipment, etc.		\$375,714.97	\$15,761,599.86	\$16,337,314.83	\$77,948.26
Total cost construction, equipment, etc.—State of Minnesota		\$375,714.97	\$15,761,599.86	\$16,337,314.83	\$77,948.26

Does the absence of any entry under the heading "Included in Operating Ex-
penses" (page 27 or 29) mean that no expenditures for permanent improvements or
betterments have been charged to operating expense accounts? No.

(Page 31.)

INCOME ACCOUNT.

For Roads Making Operating Reports.

Gross earnings from operation—page 35.....	\$6,031,878.90	
Less operating expenses—page 46.....	2,252,635.07	
Income from operation		\$3,779,243.83
Miscellaneous income—less expenses—page 41.....	\$39,808.23	
Income from other sources		39,808.23
Total income		\$3,819,052.06
DEDUCTIONS FROM INCOME—		
Interest on funded debt accrued—page 23.....	\$606,600.00	
Taxes—page 79, A.....	181,562.11	
Sinking fund	438,350.04	
Other deductions	26,368.46	
Total deductions from income.....		1,252,881.51
Net income		\$2,566,170.55
Surplus from operations of year ending June 30, 1903..		2,566,180.55
Surplus on June 30, 1902 (from general balance sheet, 1902 report)		2,356,658.83
Surplus on June 30, 1903 (for entry on general balance sheet, page 51)		\$4,922,829.38

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

(Page 35.)

ITEM—		Gross Earnings from Business Originating and Terminating in State of Minnesota	Deductions Account of Repayments Etc.	Actual Earnings	Gross Earnings from Interstate Business According to State of Minnesota, Divided on Straight Mileage Basis	Deductions Account of Repayments Etc.	Actual Earnings	Total Gross Earnings, Including Local and Interstate Business Arising to State of Minnesota
PASSENGER—								
Passenger revenue	.....	\$239,990.27						
Less repayments—	.....						
Tickets redeemed	.....		\$204.22					
Excess fares refunded	.....		410.46					
Total deductions	.....		\$614.68					
Total passenger revenue	.....			\$239,382.59				\$239,382.59
Mail	.....	\$10,161.32						
Express	.....	7,923.94						
Extra baggage and storage	.....	2,132.17						
Other items	.....	120.00						
Total passenger earnings	.....			21,942.43			21,942.43	
Freight—				\$261,325.02			\$261,325.02	
Freight revenue	.....	\$842,965.91						
Less repayments—	.....						
Overcharge to shippers	.....		\$1,177.30					
Other repayments	.....						
Total deductions	.....		\$1,177.30					
Total freight revenue	.....			\$841,688.51				
Total freight earnings	.....			\$41,688.51			\$4,896,762.48	\$5,728,450.99
Total passenger and freight earnings	.....			\$1,103,013.53			\$4,896,762.48	\$6,728,450.99
OTHER EARNINGS FROM OPERATION—								
Switching charges—	.....						
Bar Mileage—balance	.....	\$1,939.63		1,989.63				
Hire of equipment—balance	.....	19,982.10		19,982.10				
Telegraph Companies	.....	687.78		687.78				
Rents not otherwise provided for	.....	19,513.36		19,513.36				
Other sources	.....						
Total other earnings	.....			\$42,102.89				\$42,102.89
Total gross earnings from operation—Minnesota							\$6,081,878.90
Total gross earnings from operation—Entire line							6,081,878.90

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MISCELLANEOUS INCOME.

ITEM.	Gross Income.	Less Expenses.	Net Mis- cellaneous Income.
Interest on money loaned.....	\$32,827.26	.....	\$32,827.26
Tugboat "Edna G".....	18 712.63	\$11 731.66	6,980.97
Total.....	\$51,539.89	\$11,731.66	\$39,808.23

10 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 43.)

OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

Repairs of Roadway	\$209,635.10
Renewals of rails	73,455.97
Renewals of ties	61,552.80
Repairs and Renewals of Bridges and Culverts	25,887.98
Repairs and Renewals of Fences, Road Crossings, Signs and Cattle Guards	9,750.13
Repairs and Renewals of Buildings and Fixtures	70,786.65
Repairs and Renewals of Docks and Wharves	89,758.42
Repairs and Renewals of Telegraph	12,372.74
Stationery and Printing	1,732.78
Other Expenses	8,595.16
Total	\$558,506.98

MAINTENANCE OF EQUIPMENT.

Superintendence	8,487.57
Repairs and Renewals of Locomotives	200,865.41
Repairs and Renewals of Passenger Cars	14,794.98
Repairs and Renewals of Freight Cars	352,343.22
Repairs and Renewals of Work Cars	1,390.43
Repairs and Renewals of Shop Machinery and Tools	16,967.09
Stationery and Printing	1,849.33
Other expenses	32,260.86
Total	\$628,408.39

CONDUCTING TRANSPORTATION.

Superintendence	17,085.10
Engine and Roundhouse Men	201,110.44
Fuel for Locomotives	296,621.72
Water Supply for Locomotives	12,515.39
Oil, Tallow, and Waste for Locomotives	8,326.87
Other supplies for locomotives	2,238.85
Train Service	130,336.90
Train Supplies and Expenses	18,396.14
Switchmen, flagmen, and watchmen	64,749.75
Telegraph Expenses	30,734.08
Station Service	156,297.55
Station Supplies	9,394.97
Loss and Damage	2,780.44
Injuries to persons	18,397.21
Clearing Wrecks	6,093.52
Advertising	1,428.35
Rents for tracks, yards, and terminals—page 47, B	6,295.21
Rents of buildings and other property	5,628.09
Stationery and Printing	3,868.62
Other expenses	772.26
Total	\$998,021.44

GENERAL EXPENSES.

Salaries of General Officers	24,415.00
Salaries of Clerks and Attendants	16,210.97
General Office Expenses and Supplies	8,523.16
Insurance	18,204.09
Law Expenses	3,968.98
Stationery and Printing (General Officers)	3,400.22
Other expenses	7,975.84
Total	\$72,698.26

RECAPITULATION OF EXPENSES.

Maintenance of Way and Structures	558,506.98
Maintenance of Equipment	628,408.39
Conducting Transportation	993,021.44
General Expenses	72,698.26
Grand Total	\$2,252,635.07
Percentage of Expenses to Earnings—Entire Line	37.85

OPERATING EXPENSES—STATE OF MINNESOTA.

Maintenance of Way and Structures	\$558,506.98
Maintenance of Equipment	628,408.39
Conducting Transportation	993,021.44
General Expenses	72,698.26
Total	\$2,252,635.07
Percentage of Expenses to Earnings—Minnesota	37.85

RENTALS PAID.

(Page 47.)

B. Rents Paid for Lease of Tracks, Yards, and Terminals.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item	Total
Tracks	Un. Depot to Chester Creek, Duluth, Minn.	Northern Pacific Railway	\$1,890.00	.....
Total	Union Depot, Duluth, Minn.	Union Depot Terminal and Transfer Co.	\$4,405.21	\$1,890.00
Terminals .....	.....	.....	.....	.....
Total .....	.....	.....	.....	\$4,405.21
Grand Total .....	.....	.....	.....	\$6,295.21

(Page 49.) COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1902		ASSETS—	JUNE 30, 1903		YEAR ENDING JUNE 30, 1903	
Item	Total		Item	Total	Increase	Decrease
.....	\$19,091,608.37	Cost of road—Page 27	.....	\$12,846,548.13	.....	\$745,055.24
.....	2,669,996.49	Cost of equipment—Page 29	.....	8,181,263.53	\$511,267.04	.....
.....	.....	Stocks owned—Page 37	.....	.....	.....	.....
.....	.....	Bonds owned—Page 39	.....	.....	.....	.....
.....	.....	Other permanent investments	.....	.....	.....	.....
.....	3,997.12	Land owned	.....	9,997.12	2,758,217.84	.....
.....	3,375,932.68	Cash and current assets—Page 23	.....	6,134,150.02	.....	.....
.....	.....	Other Assets—	.....	.....	.....	.....
.....	.....	Equipment trusts	.....	.....	.....	.....
.....	185,902.61	Materials and supplies	.....	232,048.53	46,145.92	.....
.....	.....	Sinking fund	.....	.....	.....	.....
.....	.....	Sundries	.....	.....	.....	.....
.....	Profit and loss—Page 31 (or 33)
.....	\$19,327,432.27	Grand total	\$21,898,007.33	\$2,570,575.06

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EXPLANATORY REMARKS.

Cost of road, page 27 \$13,156,051.30
 Cost of road, opposite page 12,346,548.13

Difference 809,503.17
 This difference is caused by charging off certain additions to construction charged to that account which are properly considered as provided for in the item on page 51, entitled, "Provision for Sinking Fund," as replacing depreciation of the property.

10 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 55.)

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing Contracts, Agreements, Arrangements, etc., with other Companies or persons, concerning the Transportation of Freight or Passengers. Give the statement in the following order, viz: 1. Express Companies. 2. Mails. 3. Sleeping, Parlor, or Dining Car Companies. 4. Freight or Transportation Companies or Lines. 5. Other Railroad Companies. 6. Steamboat or Steamship Companies. 7. Telegraph Companies. 8. Telephone Companies. 9. Other Contracts.

1. A contract with the United States Express Company for the transaction of express business over the road at a minimum rate of \$400.00 per month.

2. The United States mails are carried over this road at rates and on conditions fixed by the Government.

6. This company has a joint traffic agreement with the Pittsburgh Steamship Company, dated the first day of June, 1901, for the continuous shipment and carriage of iron ore via the continuous railroad and water lines of the parties thereto.

(Page 57.) SECURITY FOR FUNDED DEBT—Page 23.

CLASS OF BOND OR OBLIGATION	What Road Mortgaged	Miles	Amount of Mortgage Per Mile of Line	What Equipment Mortgaged	What Income Mortgaged
First mortgage bonds	Duluth to Ely.....	209.53	\$32,129	All.	All.
First mortgage bonds	Allen Junction to Virginia.....				
First mortgage bonds	McKinley to Eveleth.....				
Second mortgage bonds	Duluth to Ely.....	209.53	\$21,477	All.	All.
Second mortgage bonds	Allen Junction to Virginia.....				
Second mortgage bonds	McKinley to Eveleth.....				
Total	209.53	\$53,606

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EXPLANATORY REMARKS.

The first mortgage bonds of this company cover all of its property acquired, and to be acquired except land grant from the state of Minnesota.

The second mortgage bonds of this company cover all of its property acquired except land grant from the state of Minnesota, subject to the lien of the first mortgage.

10 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 59.)

EMPLOYEES AND SALARIES—STATE OF MINNESOTA.

CLASS—	Number	Total No. of Days Worked.	Total Yearly Compensation	Average Daily Compensation.
General officers	11	1,878	\$26,100.00	\$13.90
Other officers	5	1,565	11,220.00	7.17
General office clerks	19	5,734	12,902.80	2.53
Station agents	13	3,169	9,347.17	2.95
Other station men	46	14,121	25,417.59	1.80
Enginemen	100	23,484	95,109.63	4.05
Firemen	117	22,935	57,337.31	2.50
Conductors	55	16,791	57,929.19	3.45
Other trainmen	114	30,707	70,625.60	2.30
Machinists	31	7,395	22,258.26	3.01
Carpenters	54	9,992	25,478.72	2.55
Other shopmen	320	89,989	197,975.38	2.20
Section foremen	45	6,215	11,124.47	1.79
Other trackmen	613	81,207	138,051.47	1.70
Switchmen, flagmen, and watchmen	145	24,049	64,117.66	2.57
Telegraph operators and dispatchers	48	12,953	29,143.23	2.25
Employees—account floating equipment	6	1,410	3,594.35	2.25
All other employees and laborers	615	87,172	196,494.59	2.25
Total (including "General Officers")—				
Minnesota	2,357	441,666	\$1,054,227.42	\$2.39
Less "General Officers"	11	1,878	26,100.00	13.90
Total (excluding "General Officers")—				
Minnesota	2,346	439,788	\$1,028,127.42	2.34
Distribution of Above—				
General administration	35	9,177	\$50,222.80	\$5.47
Maintenance of way and structures	998	151,471	294,738.62	1.95
Maintenance of equipment	477	101,441	233,812.74	2.30
Conducting transportation	849	179,577	475,453.26	2.65
Total (including "General Officers")—				
Minnesota	2,357	441,666	\$1,054,227.42	\$2.39
Less "General Officers"	11	1,878	26,100.00	13.90
Total (excluding "General Officers")—				
Minnesota	2,346	439,788	\$1,028,127.42	2.34
Total (including "General Officers")—				
Entire Line	2,346	439,788	\$1,028,127.42	2.34

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EXPLANATORY REMARKS.

General offices. Two: No compensation. Three: Charged to other accounts.

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TRAFFIC AND MILEAGE STATISTICS—STATE OF MINNESOTA.

See page 61.

(Page 61.)

TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE.

ITEM—	Column for No. Pas- sengers, Tonnage, Car Mileage, No. Cars, etc	Columns for Revenue and Rates.
		Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue....	227,195	.....
Number of passengers carried one mile.....	8,340,272	.....
Number of passengers carried one mile per mile of road	39,903	.....
Average distance carried, miles.....	36.71	.....
Total passenger revenue—Page 35.....		239,382.59
Average amount received from each passenger.....		1.05.364
Average receipts per passenger per mile.....		.02.870
Total passenger earnings—Page 35.....		261,325.02
Passenger earnings per mile of road.....		1,247.15
Passenger earnings per train mile.....		1.29.517
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue— Page 63.....	7,390,615	.....
Number of tons carried one mile.....	547,727,211	.....
Number of tons carried one mile per mile of road.....	2,613,976	.....
Average distance haul of one ton, miles.....	69.42	.....
Total freight revenue—Page 35.....		5,728,450.99
Average amount received for each ton of freight.....		.72.598
Average receipts per ton per mile.....		.01.046
Total freight earnings—Page 35.....		5,728,450.99
Freight earnings per mile of road.....		27,338.48
Freight earnings per train mile.....		6.47.895
TOTAL TRAFFIC—		
Gross earnings from operation—Page 35.....		6,031,878.90
Gross earnings from operation per mile of road.....		28,796.56
Gross earnings from operation per train mile.....		5.59.380
Operating expenses—Page 45.....		2,252,635.07
Operating expenses per mile of road.....		10,750.48
Operating expenses per train mile.....		2.08.903
Income from operation—Page 31.....		3,779,243.83
Income from operation per mile of road.....		18,036.08
CAR MILEAGE, ETC.—		
Mileage of passenger cars.....	716,457	.....
Average number of passenger cars per train mile.....	3.56	.....
Average number of passengers per train mile.....	41	.....
Mileage of loaded freight cars—North or East.....	1,643,105	.....
Mileage of loaded freight cars—South or West.....	17,287,882	.....
Mileage of empty freight cars—North or East.....	16,243,666	.....
Mileage of empty freight cars—South or West.....	531,998	.....
Average number of freight cars per train mile.....	40.38	.....
Average number of loaded cars per train mile.....	21.41	.....
Average number of empty cars per train mile.....	18.97	.....
Average number of tons of freight per train mile.....	619.47	.....
Average number of tons of freight per loaded car mile.....	28.93	.....
Average mileage operated during year.....	209.53	.....
TRAIN MILEAGE—	Miles	Miles
Mileage of revenue passenger trains.....		194,153
Mileage of locomotives employed in "helping" passen- ger trains.....		.....
Percentage of "helping" to revenue train mileage.....		.....
Mileage of revenue mixed trains.....		7,616
Mileage of revenue freight trains.....		976,547
Mileage of locomotives employed in "helping" mixed and freight trains.....		.....
Percentage of "helping" to revenue train mileage.....		.....
Total revenue train mileage.....		1,078,316
Mileage of nonrevenue trains.....		86,179

10 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

COMMODITY—	Freight Originating on this Road Tons	Freight Received from Con- necting Roads and Other Carriers Tons	Total Freight Tonnage	
			Whole Tons	Per Ct.
Products of Agriculture—				
Grain	79	5,667	5,746	.07
Flour		2,916	2,916	.04
Other mill products.....	29	3,403	3,432	.05
Hay	474	10,635	11,109	.14
Fruit and vegetables.....	67	2,604	2,671	.03
Products of Animals—				
Live stock	983	1,671	2,654	.03
Dressed meats	8	1,162	1,170	.02
Other packing-house products.....		205	205	.....
Products of Mines—				
Anthracite coal		3,282	3,282	.04
Bituminous coal		110,007	110,007	1.40
Ores	6,349,163		6,349,163	80.47
Stone, sand and other like articles.....	912	249	1,161	.02
Products of Forest—				
Logs	1,002,900		1,002,900	12.71
Lumber	215,615	1,419	217,034	2.75
Mining timber and ties.....	84,934		84,934	1.07
Spruce wood	23,534		23,534	.30
Manufactures—				
Petroleum and other oils.....		392	392	.01
Sugar	12	955	967	.....
Iron, pig and bloom.....	632	150	782	.01
Iron and steel rails.....	240	710	950	.01
Other castings and machinery.....	2,554	3,603	6,157	.08
Bar and sheet metal.....	31	173	204	.....
Cement, brick and lime.....	15	2,067	2,082	.04
Wines, liquors and beers.....	3,079	1,596	4,675	.06
Household goods and furniture.....	196	145	341	.....
Explosives	40	1,520	1,560	.02
Merchandise	41,191	4,950	46,141	.58
Miscellaneous; other commodities not men- tioned above	1,677	1,869	3,546	.05
Total tonnage—Minnesota	7,728,365	162,250	7,890,615	100.00
Total tonnage—Entire line.....	7,728,365	162,250	7,890,615	100.00

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DESCRIPTION OF EQUIPMENT.

ITEM.	No. Added During Year	Total No. at End of Year	Equipment Fitted With Train Brake		Equipment Fitted with Automatic Coupler	
			No.	Name	No.	Name
Locomotives—Owned and leased						
Passenger		5	5	Westinghouse	5	Tower.
Freight		59	55	Westinghouse	59	Tower.
Switching		5	4	New York		
			5	Westinghouse	5	Tower.
Total locomotives in service		69	69		69	Tower.
Less locomotives leased						
Total locomotives owned		69	69			
Cars—Owned and leased:						
In Passenger Service—						
First-class cars		9	9	Westinghouse	9	Buckeye.
Second-class cars						
Combination cars		3	3	Westinghouse	3	Buckeye.
Emigrant cars						
Dining cars						
Parlor Cars						
Sleeping Cars						
Baggage, express and postal cars		2	2	Westinghouse	2	Buckeye.
Other cars in passenger ser- vice						
Total		14	14	Westinghouse	14	Buckeye.
In Freight Service—						
Box cars	25	110	110	Westinghouse	45	Tower.
					65	Chicago.
Flat cars	50	371	371	Westinghouse	124	Buckeye.
					247	Tower.
Stock cars		2	2	Westinghouse	2	Chicago.
Coal cars		15	15	Westinghouse	3	Chicago.
					12	Tower.
Logging Cars		175	175	Westinghouse	175	Westinghouse
Refrigerator cars		12	12	Westinghouse	12	Westinghouse
Other cars in freight ser- vice	500	3 432	240	New York	1 316	Chicago.
			2592	Westinghouse	2 116	Tower.
Total	575	4 117	4 117		4 117	
In Company's Service—						
Officers' and pay cars		2	2	Westinghouse	2	Buckeye.
Boarding Cars		8	8	Westinghouse	8	Tower.
Derrick cars		1	1	Westinghouse	1	Tower.
Caboose cars	3	47	39	Westinghouse	6	Buckeye.
				Hand brakes	41	Tower.
Other road cars		33	33	Westinghouse	3	Chicago.
					2	Buckeye.
					28	Tower.
Total	3	91	91		91	
Total cars in service		4 222	4 222		4 222	
Total cars owned		4 222	4 222		4 222	
Cars contributed to fast freight line service						

10 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 67.)

MILEAGE.

Mileage of Road Operated (All Tracks).

LINE IN USE—	Line Represented by Capital Stock		Line of Proprietary Companies	Line Operated Under Lease	Line Operated Under Contract Trackage Etc.	Total Mileage Operated	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs						Iron	Steel
Miles of single track	161.058	48.48	.....	.....	.80	210.338	.....	.....	209.538
Miles of second track	65.582	.....	.....	.....	.....	65.582	.....	.....	65.582
Miles of third track .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of fourth track .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of yard track and sidings	117.326	.....	.....	.....	.....	117.326	.....	.....	117.326
Total Mileage Operated (all tracks)	343.966	48.48	.....	.....	.80	388.246	.....	.....	382.446

B. Mileage of Line Operated by States and Territories (Single Track).

State or Territory—									
Minnesota	161.058	48.48	.....	.....	.80	210.338	.....	.....	209.538
Total mileage operated (single Track)	161.058	48.48	.....	.....	.80	210.338	.....	.....	209.538

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OR TERRITORY—	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year.	RAILS	
	Main Line	Branches and Spurs			Iron	Steel
Minnesota	161.058	48.48	209.538	209.538
Total mileage owned (single track)	161.058	48.48	209.538	209.538

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MILEAGE—STATE OF MINNESOTA.

See page 67.

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RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind	Tons	Weight Per Yard, Pounds	Av. Price Per Ton at Distribut'g Point, Dollars	Kind	Number	Av. Price at Dis- tributing Point, Cents
Steel.....	306.00	80	\$35.00	Tamarack.....	106,005	27.00
				Cedar.....	4,548	27.00
				Pine.....	1,236	27.00
Total steel.	306.00	80	\$35.00	Total.....	111,789	27.00

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES—	Coal, Tons, Bitumi- nous	Wood, Cords, Soft	Total Fuel Consumed, Tons	Miles Run	Average Pounds Consumed Per Mile
Passenger	7,287	.....	7,287	212,157	65.69
Freight	80,665	.....	80,665	1,028,942	156.79
Switching	15,179	.....	15,179	693,963	43.74
Construction	2,278	.....	2,278	69,775	65.29
Total	105,409	.....	105,409	2,004,857	105.15
Average cost at distributing point.	\$2.95	\$2.95

10 REPORT RAILROAD AND WAREHOUSE COMMISSION.

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ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

A. Accidents Resulting from the Movement of Trains, Locomotives or Cars.

KIND OF ACCIDENT	EMPLOYEES												Total		
	Trainmen		Switchmen, Flagmen and Watchmen		Station Men		Shop Men		Trackmen		Other Employees				
	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd			
Coupling or uncoupling	1	5	1	1									1	6	
Collisions	1	3											1	4	
Derailments															
Falling of trains		1											1	1	
Locomotives or Cars breaking down		3											3	3	
Falling from trains, locomotives, or cars		6												8	
Jumping on or off trains, locomotives, or cars		13												15	
Struck by trains, locomotives, or cars	1	1						1	3			1	3	8	
Overhead obstructions		8							1				4	2	
Other causes	2	27											2	31	
Total	5	61	1	8	1	1	1	4		1			7	75	
KIND OF ACCIDENT	OTHER PERSONS												SUMMARY		Total
	PASSENGERS		Trespassing		Not Trespassing		Total		Killed	Injur'd					
	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd							
Collisions		1					1		2	Employees	7	75			
Derailments										Passengers	10	1			
Falling of trains										Other persons	13	13			
Locomotives or cars breaking down															
Falling from trains, locomotives, or cars							1		1						
Jumping on or off trains, locomotives, or cars															
Struck by trains, locomotives, or cars							1		8						
At highway crossings															
At stations															
At other points along track							2		2						
Other causes									9						
Total	1	7	8	8	3	5	10	14		Total	17	89			

ACCIDENT TO PERSONS—STATE OF MINNESOTA—Continued.

B. Accidents Arising from Causes Other Than Those Resulting from the Movement of Trains, Locomotives, or Cars.

KIND OF ACCIDENT	EMPLOYEES										PASSENGERS		Total Employees		Total	
	Station Men		Shop Men		Trackmen		Other Employees		Total Employees		Killed		Injur'd		Killed	
	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd
Handling traffic
Handling tools, machinery, etc.
Handling supplies, etc.
Getting on or off locomotives or cars
at rest
Other causes
Total

(Page 75.) CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

WORKING DIVISIONS OR BRANCHES			ALIGNMENT			PROFILE						
From	To	Miles	Num- ber of Curves	Agg- gate Length of Curved Line Miles	Length of Straight Line Miles	Length of Level Line Miles	Ascending Grades		Descending Grades			
							No.	Sum of Ascents Feet	Aggregate Length of Ascending Grades Miles	No.	Sum of Descents Feet	Aggregate Length of Descending Grades Miles
5th Ave. E. Duluth, via Tower Jct.....	Ely.....	118.62	147	22.51	96.11	13.76	112	2,393.0	53.44	102	1,450.3	51.42
Allen Jct.....	Virginia.....	25.30	30	6.60	18.70	5.64	10	350.0	9.54	20	342.0	10.08
McKinley.....	Evelaeth.....	4.63	23	2.54	6.06	1.90	5	168.0	5.64	3	16.0	1.19
Waldo.....	Drummond.....	8.50	16	2.25	6.25	.08	3	690.7	7.92	1	3.6	.55
Total.....	161.05	216	33.94	127.11	21.23	130	3,559.7	76.58	135	1,811.9	63.24

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CHARACTERISTICS OF ROAD—Continued—STATE OF MINNESOTA.

Bridges, Trestles, Tunnels, Etc.

ITEM.	Number	Aggregate Length Feet	Minimum Length Feet	Maximum Length Feet	ITEM	Number	Height of Lowest Above Surface of Rail Ft. In.
Bridges—					Overhead Highway Crossings—		
Stone.....					Bridges.....	1	20
Iron.....	15	1,836	64	238	Conduits.....		
Wooden.....					Trestles.....		
Combination.....					Total.....		
Total.....	15	1,836			Overhead Railway Crossings—		
					Bridges.....		
					Conduits.....		
					Trestles.....		
					Total.....		
Trestles.....	69	11,473	6	1,030	Tunnels.....		
Tunnels.....							

Gauge of track. 4 feet 8½ inches.

TELEGRAPH.

A. Owned by Company Making This Report.

Miles of Line	Miles of Wire	Operated by This Co.		Operated by Another Company.		
		Miles of Line	Miles of Wire	Miles of Line	Miles of Wire	Name of Operating Co.
152	456	152	456

10 REPORT RAILROAD AND WAREHOUSE COMMISSION.

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CAR MILEAGE.

Paid or Allowed for Rolling Stock not the Property of Railroads nor Consigned for Use by Lease.

NAME OF OWNER—	Description	Rate, Cents	Amount
Armour Car Line	Refrigerator	3-4	\$100.36
Canada Caule Car Co.	Stock	6-10	6.74
Hammond Refrigerator Line	Refrigerator	3-4	12.19
Canada Caule Car Co.	Stock	6-10	3.66
Merchants Despatch Trans. Co.	Refrigerator	3-4	4.62
Union Tank Line	Tank	3-4	23.67
Union Refrigerator Transit Co.	Refrigerator	3-4	116.88
Arms Palace Horse Car Co.	Stock	6-10	20.03
Swift Refrigerator Line	Refrigerator	3-4	113.02
Morris & Co. Refrigerator Line	Refrigerator	3-4	30.36
Cudahy Refrigerator Line	Refrigerator	3-4	10.41
Street's Western Stable Car Line	Stock	6-10	52.70
Western Refrigerator Line	Refrigerator	3-4	4.92
N. Y. Despatch Refrigerator Line	Refrigerator	3-4	1.44
Venice Transportation Co.	Mixed	6-10	1.30
Mather Stock Car Co.	Stock	6-10	2.58
National Dispatch Refrigerator Line	Refrigerator	3-4	1.44
Continental Fruit Express	Refrigerator	3-4	1.74
Santa Fe Refrigerator Line	Refrigerator	3-4	217.88
Pabst Refrigerator Line	Refrigerator	3-4	9.47
New England Car Co.	Stock	3-4	2.40
Omaha Packing Co.	Refrigerator	3-4	82.72
Duluth Brewing & Malting Co.	Refrigerator	3-4	9.93
Cold Blast Transportation Co.	Refrigerator	3-4	6.79
A. Fliger & Co. Refrigerator Line	Refrigerator	3-4	60.81
Arbuckle Bros.	Box	6-10	.70
Total	Total		\$898.94

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TAXES AND ASSESSMENTS OF ALL KINDS.

A. For Reporting Company's Owned and Proprietary Lines.

STATE OR TERRITORY—	AD VALOREM TAX		SPECIFIC TAXES			On Prop- erty Owned not Used in Operation and Miscella- neous	Internal Revenue, U. S. Gov- ern- ment	Total
	On the Value of Real and Personal Property	On the Value of Stocks or Bonds, or on Valuation Based on Earn- ings, Dividends, or other Re- sults of Operation	On Stocks, Bonds, Loans, etc.	On Gross or Net Earn- ings, Reve- nue, or Dividends	On Traffic or Some Phys- ical Quality of Property Operated, or on Privilege			
Minnesota	\$130,903.90	.....	\$538.21	.....	\$181,562.11
Total	\$130,903.90	.....	\$538.21	.....	\$181,562.11

Duluth, Missabe & Northern Railroad Co.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Duluth, Missabe & Northern Railway Co.

2. Date of organization? Articles executed February 11th, 1891. Recorded by Secretary of State, May 26th, 1891.

3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Under the laws of the State of Minnesota,, Title 1, Chapter 34, General Statutes of 1878, and acts amendatory.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Not a consolidated company.

5. Date and authority for each consolidation? See answer to No. 4.

6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Not re-organized.

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ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Wm. J. Olcott.....	Duluth, Minn. ..	} First Tuesday after the first Monday in Feb- ruary, 1904.
W. A. McGonagle.....	Duluth, Minn. ..	
E. S. Kempton.....	Duluth, Minn. ..	
H. L. Dresser.....	Duluth, Minn. ..	
Geo. D. Swift.....	Duluth, Minn. ..	
A. B. Wolvin.....	Duluth, Minn. ..	

Total number of stockholders at date of last election? Nine.

Date of last meeting of stockholders for election of directors? February 24, 1903.

Give post-office address of general office? Duluth, Minn.

Give post-office address of operating office? Duluth, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? E. S. Kempton, Treasurer, Duluth, Minn.

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OFFICERS.

Name.	Title.	Location of Office.
President	Wm. J. Olcott.....	Duluth, Minn.
First vice-president	W. A. McGonagle.....	Duluth, Minn.
Secretary	Edward B. Ryan, Jr...	Duluth, Minn.
Treasurer	E. S. Kempton.....	Duluth, Minn.
Asst. treasurer	Chas. E. Scheide,	71 Broadway, New York City.
General solicitor	Jos. B. Cotton.....	Duluth, Minn.
General counsel	Frank B. Kellogg.....	St. Paul, Minn.
Assistant Secretary	C. D. Fraser,	71 Broadway, New York City.
Auditor	J. B. Hanson.....	Duluth, Minn.
Chief engineer.....	H. L. Dresser.....	Duluth, Minn.
Superintendent	J. W. Kreitter.....	Duluth, Minn.
General freight agent	J. B. Hanson.....	Duluth, Minn.
General passenger agent....	J. B. Hanson.....	Duluth, Minn.

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PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad, the Operations of which are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a Main line.
 - b Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon the earnings or other considerations.
5. Line operated under Trackage Rights.

NAME—	TERMINALS		Miles of Line for Each Class of Roads Named
	From	To	
1 A Duluth, Missabe & Northern Ry. Co.....	Stony Brook	Mountain Iron	48.62
1 B Duluth, Missabe & Northern Ry. Co.....	Missabe Junction	Columbia Junction	29.34
	Iron Junction	Siwabik	15.54
	Spruce	Eveleth	3.44
	Wolf	Virginia	6.30
	Hibbing	Hibbing	16.72
	Spruce	Hull Yard	2.02
	Wilpen	Fry Mine	1.73
	Shenango Mine	Shenango Mine	4.14
	Bailey Mill Spur.....	St. Clair Mine	1.06
	Moon & Kerr Mill Spur.....	.....	1.50
	Mill 10 .....	.....	1.07
	Zim	Log Spur .....	.80
	Powers & Simpson	Log Spur .....	.18
	Eastern Minn. Ry	Log Spur .....	.02
	Clark	Log Spur .....	.11
	Mogan	Log Spur .....	.31
	Mathews	Log Spur .....	.37
	Robb	Log Spur .....	.11
	Marwell	Log Spur .....	.04
	Northern Lumber Co.	Log Spur .....	.14
	Alborn	Log Spur .....	.02
	Nackey	Log Spur .....	.16
	Le Sueur	Log Spur .....	.10
	Hutter	Log Spur .....	.03
		Log Spur .....	.14

PROPERTY OPERATED—STATE OF MINNESOTA—Continued.

NAME—	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
	Sparta	Log Spur	13	.....
	Adams	Log Spur	2.68	.....
	Clinton	Log Spur .....	.11	.....
	Rathburn	Mining Spur .....	.77	.....
	Oliver	Mining Spur .....	.50	.....
	Aetna	Mining Spur .....	.02	.....
	Biwabik East	Mining Spur .....	.75	.....
	Biwabik West	Mining Spur	1.24	.....
	Adams	Mining Spur	2.96	.....
	Loop Line	Mining Spur	3.03	.....
	Spruce	Virginia	2.15	.....
	Ohio	Mining Spur	1.35	.....
	Oliver	Mining Spur	2.80	.....
	Franklin	Mining Spur .....	.25	.....
	Lincoln	Mining Spur	1.16	.....
	Day	Mining Spur .....	.15	.....
	Sellers	Mining Spur .....	.56	.....
	Burt	Mining Spur .....	.96	.....
	Hull	Mining Spur	1.30	.....
	Rust	Mining Spur	1.60	.....
	Pillsbury	Mining Spur	2.51	.....
	Glen	Mining Spur	1.37	.....
	Duluth Union Depot	Missabe Junction		112.71
5 Northern Pacific R. R. Co.....				1.90
Total mileage operated.....				163.23

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CAPITAL STOCK.

DESCRIPTION—	Number of Shares Authorized	Par Value of Shares	Total Par Value Authorized	Total Am't Issued and Outstanding	Dividends Declared During Year	
					Rate Per Cent	Amount
Capital stock—						
Common	\$50,000	\$100.00	\$5,000,000	\$2,512,500	.....	.....
Preferred .....					.....	.....
Total	\$50,000	\$100.00	\$5,000,000	\$2,512,500	.....	.....

MANNER OF PAYMENT FOR CAPITAL STOCK.

	Number of Shares Issued during year.	Cash Realized on Amount Issued during Year	Total No. Shares Issued and Outstanding.	Total Cash Realized.
Issued for cash, common	10,066½	\$1,066,666
Issued for cash, preferred	13,852	.....
Issued for construction, common
Issued for construction, preferred
Issued for reorganization, common
Issued for reorganization, preferred
Issued for cash and services, common	606½	54,800
Total	25,125	\$1,121,466

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FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

CLASS OF BOND OR OBLIGATION.	TIME		Amount of Authorized Issue	Amount Issued	Amount Outstanding	Cash Realized on Amount Issued	INTEREST			
	Date of Issue	When Due					Rate Pr Ct.	When Payable	Am't. Accrued During Year	Amount Paid During Year
First Division	Jan. 1 1892	Jan. 1 1922	\$1,300,000	\$1,200,000	\$1,174,000	.....	6	J. & J.	\$70,440	\$70,440
Con. first mortgage.....	Jan. 1 1893	Jan. 1 1923	3,500,000	3,500,000	2,326,000	\$1,193,000	6	J. & J.	139,560	139,560
Con. second mortgage.....	Jan. 1 1898	Jan. 1 1918	5,000,000	4,823,000	4,823,000	2,317,000	5	J. & J.	241,150	241,150
Total .....	.....	.....	\$9,800,000	\$9,523,000	\$8,823,000	\$3,510,000	.....	.....	\$451,150	\$451,150
Mortgage bonds .....	.....	.....	9,800,000	9,523,000	8,823,000	3,510,000	.....	.....	451,150	451,150
Miscellaneous obligations
Grand Total	\$9,800,000	\$9,523,000	\$8,823,000	\$3,510,000	\$451,150	\$451,150

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EXPLANATORY REMARKS.

The First Division Bonds were issued in part payment for construction of lines Stony Brook to Mountain Iron and Iron Junction to Hiwabick.

Of the \$3,500,000.00 Consolidated First Mortgage Bonds issued, \$1,200,000.00 were delivered to the Trustee to be held in escrow for the purpose of retiring the issue of Bonds secured by the First Division Mortgage, \$26,000.00 so retired to date.

Of the \$4,823,000.00 Consolidated Second Mortgage Bonds issued \$1,106,000.00 were held in escrow by the Trustee for the purpose of retiring the outstanding General Second Mortgage Bonds of Jan. 1st, 1894, which have been all so retired and cancelled. \$1,400,000.00 were issued to retire a like amount of Betterment Scrip, issued for Construction, Improvement and Equipment. \$2,317,000.00 were issued for cash.

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RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT—	Amount Issued	Amount Outstanding	INTEREST	
			Amount Accrued during Year	Amount Paid during Year
Mortgage bonds—Page 19	\$9,523,000.00	\$8,323,000.00	\$451,150.00	\$451,150.00
Miscellaneous obligations—page 19				
Income bonds—page 19				
Equipment trust obligations—page 21				
Total	\$9,523,000.00	\$8,323,000.00	\$451,150.00	\$451,150.00

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Incidental June 30, 1908.	
Cash	\$42,713.54	Receiver's certificates	
Bills receivable	5,000.00	Loans and bills payable	
Due from agents	96,703.60	Audited vouchers and accounts	\$124,714.68
Due from solvent companies and individuals	17,570.37	Wages and salaries	112,016.37
Net traffic balances due from other companies	2,997,212.83	Net traffic balances due to other companies	
Other cash assets (excluding "Materials and Supplies")	48,880.00	Dividends not called for	
		Matured interest coupons unpaid (Inc. coupons due July 1)	48,880.00
		Rents due July 1	
		Miscellaneous	
Total—Cash and current assets	\$3,208,080.34	Total—Current liabilities	\$286,611.06
Balance—Current liabilities		Balance—Cash assets	2,922,469.29
Total	\$3,208,080.34	Total	\$3,208,080.34

*Materials and supplies on hand, \$177,502.43. (See General Balance Sheet—page 49.)

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RECAPITULATION.

A. For Mileage owned by Road making this Report.

ACCOUNT—	Total Amount Outstanding	APPORTIONMENT		AMOUNT PER MILE OF LINE	
		To Railroads	To Other Properties	Miles	Amount
Capital stock—page 17	\$2,512,500.00	\$2,512,500.00	.....	161.33	\$15,574
Bonds—page 19 ("Grand Total")	8,323,000.00	8,323,000.00	.....	161.33	51,590
Equipment trust obligations—page 21 .....	.....	.....	.....	.....	.....
Total	\$10,835,500.00	\$10,835,500.00	.....	161.33	\$67,164

B. For Mileage Operated by Road making this Report (Trackage Rights excluded), the Operations of Which are Included in the Income Account—Page 31.

NAME OF ROAD—	Capital Stock	Funded Debt	Total	AMOUNT PER MILE OF LINE	
				Miles	Amount
Duluth Missabe & Northern Ry. Co.	\$2,512,500.00	\$8,323,000.00	\$10,835,500.00	161.33	\$67,164
Grand Total	\$2,512,500.00	\$8,323,000.00	\$10,835,500.00	161.33	\$67,164

(Page 27.) COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM—	Expenditures During Year Not Included in Operating Expenses		Total Cost to June 30, 1902	Total Cost to June 30, 1903	Cost Per Mile
	Charged to Income Acc't as Permanent Improvements	Charged to Construction or Equipment			
CONSTRUCTION		\$2,599.28			
Engineering		1,627.28			
Right of way and station grounds		66,344.40			
Real estate					
Grading		*50,432.53			
Tunnels		11,900.44			
Bridges, trestles and culverts		34,848.93			
Ties		7,898.09			
Rails		3,000.86			
Track fastenings		16,921.32			
Frogs and switches		9,474.09			
Ballast		1,328.21			
Track laying and surfacing					
Fencing right of way					
Crossings, cattle guards, and signs					
Interlocking or signal apparatus					
Telegraph lines					
Station buildings and fixtures		4,857.02			
Shops, roundhouses, and turntables		10,712.01			
Shop machinery and tools					
Water stations		1,460.80			
Fuel stations		62.69			
Grain elevators					
Storage warehouses		220.85			
Docks and wharves					
Electric light plants					
Electric motor power plants					
Gas making plants					
Miscellaneous structures		8,685.73			
Legal expenses					
Interest and discount					
General expenses					
Total Construction		\$125,318.34	\$9,084,531.51	\$9,159,889.85	\$86,777.04

*Credit.

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COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.
Continued.

ITEM—	Expenditures During Year Not Included in Operating Expenses		Total Cost to June 30, 1903	Total Cost to June 30, 1903	Cost Per Mile
	Charged to Income Acct as Permanent Improvements	Charged to Construction or Equip- ment			
EQUIPMENT:					
Locomotives		\$46,824.97			
Passenger cars		6,394.87			
Sleeping, parlor, and dining cars					
Baggage, express, and postal cars					
Combination cars		2,869.98			
Freight cars		18,611.88			
Other cars of all classes		471.97			
Floating equipment					
Total		\$75,073.72	\$2,686,017.61	\$2,711,091.38	\$16,804.68
Total construction—page 27		125,318.34	9,084,521.51	9,159,839.85	56,777.64
Grand total cost construction, equipment, etc.					
Total cost construction, equipment, etc.—State of Minnesota		\$200,392.06	\$11,670,539.12	\$11,870,931.18	\$78,581.87
		\$200,392.06	\$11,670,539.12	\$11,870,931.18	\$78,581.87

Does the absence of any entry under the heading "Included in Operating Expenses" (page 27 or 29) mean that no expenditures for permanent improvements or betterments have been charged to operating expense accounts? No.

(Page 26.)

EXPLANATORY REMARKS.

We are unable to give the amounts of the several items making up the total cost to June 30th, for the reason that a considerable portion of the road was built under contract for a certain amount of Stock, Bonds and Cash. The Railway having no information of the cost to the contractor.

11 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 31.)

INCOME ACCOUNT.

For Roads Making Operating Reports.

Gross receipts from operation—page 35.....	\$5,116,580.01	
Less operating expenses—page 45	1,901,384.38	
Income from operation		\$3,215,245.68
Dividends on stocks owned—page 37.....	\$18,500.82	
Miscellaneous income—less expenses—page 41.....	1,536.15	
Income from other sources		20,086.47
Total income		\$3,235,282.15
Deductions from Income:		
Interest on funded debt accrued—page 23.....	\$451,150.00	
Taxes—page 79, A.....	131,281.00	
Other deductions	256,195.55	
Total deductions from income		838,627.15
Net income		\$2,396,655.00
Surplus from operations of year ending June 30, 1903..		2,396,655.00
Surplus on June 30, 1902 (from "General Balance Sheet." 1902 report).....		3,581,590.92
		\$5,978,245.92
Additions for year		386.88
Surplus on June 30, 1903 (For entry on "General Balance Sheet," page 51)		\$5,978,632.75

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EXPLANATORY REMARKS.

Other deductions.
 Charge for sinking funds for the year ending June 30th, 1903.
 Additions for the year.
 Unclaimed wages for 1899 written off.

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

(Page 35.)

ITEM.	Gross Earnings from Business Originating and Terminating in State of Minnesota	Deductions Account of Repayments, etc.	Actual Earnings	Gross Earnings from Interstate Business Accruing to State of Minnesota, Divided on Straight Mileage Basis	Deductions Account of Repayments, etc.	Actual Earnings	Total Gross Earnings, Including Local and Interstate Business Accruing to State of Minnesota
PASSENGER:							
Passenger Revenue	\$157,619.30						
Less Repayments—							
Tickets Redeemed		\$478.24					
Excess Fares Refunded							
Total Deductions		\$478.24					
Total Passenger Revenue			\$157,141.56				
Mail			6,780.83				
Express			4,435.41				
Extra Baggage and Storage			582.12				
Other Items							
Total Passenger Earnings			\$168,929.92				\$168,929.92
FREIGHT:							
Freight Revenue	\$383,110.14			\$4,554,617.91			
Less Repayments—							
Overcharge to shippers		\$3,236.50					
Other repayments							
Total Deductions		\$3,236.50					
Total Freight Revenue			\$379,873.64			\$4,554,617.91	\$4,934,491.55
Other Items							
Total Freight Earnings			\$379,873.64			\$4,554,617.91	\$4,934,491.55
OTHER RECEIPTS FROM OPERATION—							
Total Passenger and Freight Earnings			\$379,873.64			\$4,554,617.91	\$4,934,491.55
Hire of Equipment—Balance			\$348,803.56			\$4,554,617.91	\$5,103,421.47
Telegraph Companies			1,999.31				
Rents not otherwise provided for			8,061.24				
Other sources			\$,047.49				
Total Other Earnings			\$13,108.54				\$13,108.54
Total gross receipts from operation—Minnesota			\$561,912.10			\$4,554,617.91	\$5,116,530.01
Total gross receipts from operation—Entire Line							

(Page 34.) EXPLANATORY REMARKS.

* This amount is the total earnings of this company on iron ore, and which is Interstate business.

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(Page 37.)

STOCKS OWNED.

B. Other Stocks.

NAME—	Total Par Value.	Rate, Per Ct.	Income or Dividend Received.	Valuation.
Lake Superior Con. Iron Mines.....	\$116,250.80	.....	\$18,500.32	\$116,250.80
Total	\$116,250.80	\$18,500.32	\$116,250.80
Grand total—A and B.....	\$116,250.80	\$18,500.32	\$116,250.80

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MISCELLANEOUS INCOME.

ITEM—	Gross Income	Less Expenses	Net Miscellaneous Income
Interest and discount.....	\$486.61	.....	\$486.61
Profit trimming ore.....	1,392.31	.....	1,392.31
Rent of hotel and dwellings.....	1,744.20	\$2,066.97	*342.77
Total	\$3,623.12	\$2,066.97	\$1,536.15

*Debit.

(Page 43.)

OPERATING EXPENSES—EXCLUSIVE OF TAXES.

MAINTENANCE OF WAY AND STRUCTURES.

Repairs of roadway	\$188,068.09
Renewals of Rails	76,147.80
Renewals of Ties	45,963.13
Repairs and renewals of bridges and culverts	55,888.19
Repairs and renewals of fences, road crossings, signs, and cattle guards	2,066.80
Repairs and renewals of buildings and fixtures	38,679.15
Repairs and renewals of docks and wharves	151,243.18
Repairs and renewals of telegraph	4,862.49
Stationery and printing	508.19
Other Expenses	43,027.81
Total	\$581,309.33

MAINTENANCE OF EQUIPMENT.

Superintendence	10,857.00
Repairs and renewals of locomotives	98,289.54
Repairs and renewals of passenger cars	14,976.57
Repairs and renewals of freight cars	324,574.07
Repairs and renewals of work cars	11,729.97
Repairs and renewals of shop machinery and tools	5,614.66
Stationery and printing	806.17
Other Expenses	5,492.09
Total	\$472,340.07

CONDUCTING TRANSPORTATION.

Superintendence	10,656.05
Engine and roundhouse men	118,073.83
Fuel for locomotives	205,816.07
Water supply for locomotives	9,408.34
Oil, tallow, and waste for locomotives	6,238.53
Other supplies for locomotives	1,247.27
Train service	94,141.83
Train supplies and expenses	12,399.78
Switchmen, flagmen, and watchmen	35,387.95
Telegraph expenses	23,375.93
Station service	151,174.01
Station supplies	15,172.97
Switching charges—balance	3,425.25
Car Mileage—Balance	7,600.00
Loss and Damage	3,353.15
Injuries to Persons	10,519.36
Clearing wrecks	4,459.74
Advertising	1,562.13
Rents for tracks, yards and terminals—page 47, B	7,068.20
Rents of buildings and other property	4,936.40
Stationery and printing	7,049.60
Other expenses	1,505.24
Total	\$734,626.52

GENERAL EXPENSES.

Salaries of general officers	26,759.32
Salaries of clerks and attendants	11,175.90
General office expenses and supplies	2,306.08
Insurance	11,684.72
Law expenses	9,421.90
Stationery and printing (general offices)	2,729.31
Other Expenses	48,930.58
Total	\$118,008.41

RECAPITULATION OF EXPENSES.

Maintenance of way and structures	581,309.33
Maintenance of equipment	472,340.07
Conducting transportation	734,626.52
General expenses	113,008.41

Grand total \$1,901,284.33

Percentage of expenses to earnings—entire line 37.34

OPERATING EXPENSES—STATE OF MINNESOTA.

Maintenance of way and structures	\$581,309.33
Maintenance of equipment	472,340.07
Conducting transportation	734,626.52
General expenses	113,008.41

Total \$1,901,284.33

Percentage of Expenses to Earnings—Minnesota 37.34

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RENTALS PAID.

B. Rents Paid for Lease of Tracks, Yards, and Terminals.

Designation of Property	Situation of Property Leased	Name of Company Owning Property Leased	Item	Total
Tracks	Missabe Junction to Union Depot.....	Northern Pacific R. R. Co.	\$2,261.29	\$2,261.29
Terminals	Union Depot, Duluth.....	Duluth Union Depot & Transfer Co.	\$4,806.91	\$4,806.91
Grand total rents—B.....	.....	.....	\$7,068.20	\$7,068.20

(Page 49.) COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1902		JUNE 30, 1903		YEAR ENDING JUNE 30, 1903	
		ASSETS—			
Item	Total	Item	Total	Increase	Decrease
\$8,402,840.89		Cost of road—page 27	\$8,388,159.23		\$14,681.66
2,923,665.67		Cost of equipment—page 29	2,696,739.39	\$76,073.72	
116,250.80		Stocks owned—page 37	116,350.80		
		Roads owned—page 39			
		Other permanent investments			
		Land owned			
1,238,878.55		Cash and current assets—page 23	8,208,080.34	1,969,201.79	
		Other Assets—			
		Equipment trusts			
112,006.04		Materials and supplies	177,502.43	65,496.39	
964,127.23		Sinking fund	1,207,135.13	243,007.89	
4,635,723.57		Sundries	4,805,400.38	169,677.76	
		Profit and loss—page 31 (or 33)			
	\$18,098,491.75	Grand total	\$20,601,267.64	\$2,507,775.89	

(Page 51.) COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1902		JUNE 30, 1903		YEAR ENDING JUNE 30, 1903	
		LIABILITIES—			
Item	Total	Item	Total	Increase	Decrease
\$2,512,500.00		Capital stock—page 17	\$2,512,500.00		
8,323,000.00		Funded debt—page 23	8,323,000.00		
248,408.50		Current liabilities—page 23	255,611.05	\$37,201.55	
		Real estate mortgages			
1,017,814.08		Accrued interest on funded debt not yet payable	1,124,009.63	116,195.55	
115,369.28		Sinking fund installments	164,194.23	48,865.00	
2,244,765.02		Accretions to sinking funds	2,142,116.16	11,204.82	\$102,672.86
50,000.00		Replacement funds	61,304.82		
3,551,590.92		Insurance funds	5,976,682.75	2,997,041.83	
		Profit and loss Page 31 (or 33)			
	\$18,098,491.75	Grand total	\$20,601,267.64	\$2,507,775.89	

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IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

1. Net increase in mining spurs and branches, 10.73 miles.
2. Net decrease by tracks taken up and straightened, 0.35 miles.

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing Contracts, Agreements, Arrangements, etc., with other Companies or persons, concerning the Transportation of Freight or Passengers. Give the statement in the following order, viz: 1. Express Companies. 2. Mails. 3. Sleeping, Parlor, or Dining Car Companies. 4. Freight or Transportation Companies or Lines. 5. Other Railroad Companies. 6. Steamboat or Steamship Companies. 7. Telegraph Companies. 8. Telephone Companies. 9. Other Contracts.

1. By an agreement with the American Express Co., dated March 1st, 1901, the Duluth, Missabe & Northern Railway Co. agrees to transport the freight of the express company over all lines operated by the railway company. The express company to pay for the service rendered at a rate per 100 pounds, based on the commodity and the distance carried.

2. The railway company transports mail over any route on its lines when ordered by the United States Government Postoffice Department. The railway receives such compensation for the service as is from time to time fixed upon by the United States Government Postoffice Department.

3. None run on this line.

4. The cars of all transportation companies are allowed to run over this line, paying the regular rate and receiving mileage; and their freight having no preference over other freight of like class.

6. This company has a joint traffic agreement with the Pittsburgh Steamship Co., dated the 1st day of June, 1901, for the continuous shipment and carriage of iron ore via the continuous railway and water lines of the parties thereto.

(Page 57.) SECURITY FOR FUNDED DEBT—Page 23.

CLASS OF BOND OR OBLIGATION—	WHAT ROAD MORTGAGED		Miles	Amount of Mortgage Per Mile of Line	What Equip-ment Mortg'd	What Income Mortg'd	What Securities Mortg'd
	From	To					
First Division Bonds.....	Stony Brook.....	Mountain Iron.....	48.62				
	Iron Jct.....	Biwabik.....	15.54				
	Mining spurs.....	.....	1.10				
Total.....			65.26	\$17,990.00	All Equipm't	All from this portion of the line.	.....
Consolidated 1st Mortgage.....	Stony Brook.....	Mountain Iron.....	48.62				
	Iron Jct.....	Biwabik.....	15.54				
	Wolf.....	Virginia.....	6.30				
	Missabe Jct.....	Hibbing.....	16.72				
	Spruce.....	Columbia Jct.....	29.34				
	Hibbing.....	Eveleth.....	3.44				
	Wilpen.....	Hull Yard.....	2.02				
	Shenango Mine.....	Troy Mine.....	1.73				
	Shenango Mine, St. Clair Mine.....	.....	4.14				
	Mining and log spurs.....	.....	32.39				
Total.....			161.33	\$14,418.00	All Equipm't	All
Consolidated 2nd Mortgage.....	Same as above..		161.33	29,895.00	All Equipm't	All

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(Page 59.)

EMPLOYEES AND SALARIES—STATE OF MINNESOTA.

CLASS—	Number	Total No. of Days Worked	Total Yearly Compensation	Average Daily Compensation
General officers	8	1,865	\$24,524.28	\$13.15
Other officers	5	1,565	9,870.00	6.31
General office clerks	24	6,035	16,627.95	2.76
Station agents	13	4,647	10,717.75	2.31
Other station men	31	9,941	17,431.85	1.75
Enginemen	81	16,317	69,062.42	4.23
Firemen	32	16,364	42,427.03	2.60
Conductors	60	12,746	41,108.05	3.23
Other trainmen	145	28,069	63,277.95	2.26
Machinists	56	12,197	30,171.82	2.47
Carpenters	41	12,025	30,254.15	2.51
Other shopmen	253	52,093	100,734.78	1.93
Section foremen	25	84.27	14,710.05	1.74
Other trackmen	567	99,435	173,461.50	1.74
Switchmen, flagmen, and watchmen	74	13,461	34,496.56	2.56
Telegraph operators and dispatchers	37	8,932	19,729.05	2.19
Employees—account floating equipment				
All other employees and laborers	356	82,075	171,982.64	2.09
Total (including "General Officers")—				
Minnesota	1,858	386,184	\$370,598.83	\$2.26
Less "General Officers"	8	1,865	24,524.28	
Total (excluding "General Officers")—				
Minnesota	1,850	384,319	\$346,074.55	\$2.21
Distribution of Above—				
General administration	26	6,022	35,062.23	6.32
Maintenance of way and structures	624	117,461	212,538.70	1.81
Maintenance of equipment	322	67,978	141,832.60	2.08
Conducting transportation	886	194,733	478,164.30	2.45
Total (including "General Officers")—				
Minnesota	1,858	386,184	\$370,598.83	\$2.26
Less "General Officers"	8	1,865	24,524.28	
Total (excluding "General Officers")—				
Minnesota	1,850	384,319	\$346,074.55	\$2.21
Total (including "General Officers")—				
Entire Line	1,858	386,184	\$370,598.83	\$2.26

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EXPLANATORY REMARKS.

Assistant Secretary and Assistant Treasurer receive no compensation.

(Page 61A)

TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE.

ITEM—	Column for No. Pas- sengers, Tonnage, Car Mileage, No. Cars, etc.	Column for Revenue and Rates.
		Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue.....	\$126,008	.....
Number of passengers carried one mile.....	5,584,144	.....
Number of passengers carried one mile per mile of road.....	34,210	.....
Average distance carried..... miles.....	44.32	.....
Total passenger revenue—page 35.....		\$157,141.56
Average amount received from each passenger.....		1.24.707
Average receipts per passenger per mile.....		.02.814
Total passenger earnings—Page 35.....		168,929.92
Passenger earnings per mile of road.....		1,034.92
Passenger earnings per train mile.....		1.05.814
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue..	6,809,384	.....
Number of tons carried one mile.....	491,641,357	.....
Number of tons carried one mile per mile of road.....	30,119	.....
Average distance haul of one ton..... miles..	72.20	.....
Total freight revenue—page 35.....		4,984,491.55
Average amount received for each ton of freight.....		.72.466
Average receipts per ton per mile.....		.01.004
Total freight earnings—page 35.....		4,984,491.55
Freight earnings per mile of road.....		30,230.30
Freight earnings per train mile.....		6.65.650
TOTAL TRAFFIC—		
Gross earnings from operation—page 35.....		5,116,530.01
Gross earnings from operation per mile of road.....		81.345.52
Gross earnings from operation per train mile.....		5.95.369
Operating expenses—page 45.....		1,901,234.33
Operating expenses per mile of road.....		11,647.88
Operating expenses per train mile.....		2.21.237
Income from operation—page 31.....		3,215,245.68
Income from operation per mile of road.....		19,697.64
CAR MILEAGE, ETC.—		
Mileage of passenger cars.....	485,890	.....
Average number of passenger cars per train mile.....	3.04	.....
Average number of passengers per train mile.....	35	.....
Mileage of loaded freight cars—north or east.....	1,089,562	.....
Mileage of loaded freight cars—south or west.....	14,787,396	.....
Mileage of empty freight cars—north or east.....	14,314,634	.....
Mileage of empty freight cars—south or west.....	805,806	.....
Average number of freight cars per train mile.....	41.52	.....
Average number of loaded cars per train mile.....	21.39	.....
Average number of empty cars per train mile.....	20.13	.....
Average number of tons of freight per train mile.....	663.21	.....
Average number of tons of freight per loaded car mile.....	31.00	.....
Average mileage operated during year.....	163.22	.....
	Miles.	Miles.
TRAIN MILEAGE—		
Mileage of revenue passenger trains.....		118,084
Mileage of locomotives employed in "helping" passenger trains.....		
Percentage of "helping" to revenue train mileage.....		
Mileage of revenue mixed trains.....		41,563
Mileage of revenue freight trains.....		699,741
Mileage of locomotives employed in "helping" mixed and freight trains.....		
Percentage of "helping" to revenue train mileage.....		
Total revenue train mileage.....		859,388
Mileage of nonrevenue trains.....		50,011

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TRAFFIC AND MILEAGE STATISTICS—STATE OF MINNESOTA.
Same as 61A.

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(Page 63.)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

COMMODITY—	Freight Originat- ing on this Road Tons	Freight Received from Con- necting Roads and Other Carriers Tons	Total Freight Tonnage	
			Whole Tons	Per Cent.
Products of Agriculture—				
Grain	1,946	919	2,865	.042
Flour	1,758	357	2,115	.031
Other mill products.....	2,249	316	2,565	.038
Hay	3,300	1,698	4,998	.073
Tobacco	71	19	90	.001
Cotton .....	...	...	...	...
Fruit and vegetables.....	3,437	451	3,888	.057
Products of Animals—				
Live stock	464	1,340	1,804	.027
Dressed meats	2,086	18	2,104	.031
Other packing-house products.....	935	9	944	.014
Poultry, game and fish.....	69	4	73	.001
Wool .....	...	...	...	...
Hides and leather.....	43	4	47	.001
Products of Mines—				
Anthracite coal	1,421	35	1,456	.021
Bituminous coal	69,676	1,233	70,909	1.041
Coke .....	...	...	...	...
Ores	6,376,465	...	6,376,465	93.642
Stone, sand and other like articles.....	150	163	313	.005
Products of Forest—				
Lumber, Lath and Shingles.....	5,036	4,211	9,247	.136
Logs and Piling.....	207,482	1,362	208,834	3.067
Ties, Posts and Wood.....	7,585	21,545	69,130	1.015
Manufactures—				
Petroleum and other oils.....	340	1,322	1,662	.024
Sugar	609	46	655	.010
Naval stores .....	...	...	...	...
Iron, pig and bloom.....	...	...	...	...
Iron and steel rails.....	1,351	5,308	6,659	.098
Other castings and machinery.....	3,784	3,139	6,923	.102
Bar and sheet metal.....	325	155	480	.007
Cement, brick and lime.....	1,537	3,177	4,774	.070
Agricultural implements .....	...	...	...	...
Wagons, carriages, tools, etc.....	274	66	340	.005
Wines, liquors and beers.....	4,407	2,317	6,724	.099
Household goods and furniture.....	869	603	1,272	.019
Merchandise	4,941	1,688	6,629	.097
Miscellaneous; other commodities not mentioned above	10,879	4,540	15,419	.226
Total tonnage—Minnesota	6,753,349	56,035	6,809,384	100.
Total tonnage—Entire line.....	6,753,349	56,035	6,809,384	100.

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DESCRIPTION OF EQUIPMENT.

ITEM.	No. Added During Year	Total No. at End of Year	Equipment Fitted With Train Brake		Equipment Fitted with Automatic Coupler	
			No.	Name	No.	Name
Locomotives—Owned and leased						
Passenger	12	39	2	Westinghouse	2	Munton.
Freight	1	9	39	Westinghouse	39	Munton.
Switching	1	9	9	Westinghouse	9	Munton.
Total locomotives in service	13	50	50	Westinghouse	50	Munton.
Less locomotives leased.....	4	4	4	Westinghouse	4	Munton.
Total locomotives owned....	9	46	46	Westinghouse	46	Munton.
In passenger service—						
Cars—Owned and leased:						
First-class cars	2	7	7	Westinghouse	7	{ 2 Janney, 5 National.
Second-class cars	1	1	1	Westinghouse	1	National.
Combination cars	1	3	3	Westinghouse	3	National.
Emigrant cars						
Dining cars						
Parlor cars						
Sleeping cars						
Baggage, express and postal cars		1	1	Westinghouse	1	National.
Other cars in passenger ser- vice						
Total	3	12	12	Westinghouse	12	{ 2 Janney, 10 National.
In Freight Service—						
Box cars	10	71	71	Westinghouse	71	{ 51 Chicago, 7 Buckeye, 13 Gould.
Flat cars	30	259	259	Westinghouse	259	{ 28 Tower, 231 Chicago.
Stock cars		2	2	Westinghouse	2	Gould.
Coal cars		18	18	Westinghouse	18	Chicago.
Ore cars	400	3,515	3,515	Westinghouse	3,515	Chicago.
Refrigerator cars	5	14	14	Westinghouse	14	{ 5 Chicago, 7 Gould, 2 Trojan.
Other cars in freight ser- vice						
Total	445	4,179	4,179	Westinghouse	4,179	
In Company's Service—						
Officers' and pay cars.....		2	2	Westinghouse	2	National.
Gravel cars	2	4	4	Westinghouse	4	Chicago.
Derrick cars		2				
Caboose cars		29	3	Westinghouse	29	Chicago.
Other road cars		21	1	Westinghouse	2	Chicago.
Total	2	58	10	Westinghouse	37	
Total cars in service.....	450	4,249	4,201	Westinghouse	4,228	
Less cars leased.....	5	5	5	Westinghouse	5	
Total cars owned.....		4,244				
Cars contributed to fast freight line service.....						

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MILEAGE.

A. Mileage of Road Operated (All Tracks).

LINE IN USE—	Line Represented by Capital Stock		Line of Property Companies	Line Operated Under Lease	Line Operated Under Contract, Trackage Etc.	Line Operated Under Rights	Total Mileage Operated	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs							Iron	Steel
Miles of single track	48.62	112.71	.....	.....	.....	1.90	163.23	10.88	.....	161.83
Miles of second track	9.73	14.36	.....	.....	.....	.....	21.09	.....	.....	21.09
Miles of third track .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of fourth track .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of yard track and sidings	9.24	53.48	.....	.....	.....	.....	62.72	8.07	.....	62.72
Total mileage operated (all tracks)	67.59	180.55	.....	.....	.....	1.90	250.04	18.45	.....	248.14

B. Mileage of Line Operated by States and Territories (Single Track).

State or Territory—										
Minnesota	48.62	112.71	.....	.....	.....	1.90	163.23	10.88	.....	161.83
Total Mileage Operated (single track)	48.62	112.71	.....	.....	.....	1.90	163.23	10.88	.....	161.83

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OR TERRITORY—	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year.	RAILS	
	Main Line	Branches and Spurs			Iron	Steel
Minnesota	48.62	112.71	161.33	10.88	.....	161.38
Total mileage owned (single track)	48.62	112.71	161.33	10.88	.....	161.38

(Page 67B.)

MILEAGE—STATE OF MINNESOTA.

Same as page 67.

(Page 69.)

RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind	Tons	Weight Per Yard. Pounds	Av. Price Per Ton at Distribut'g Point, Dollars	Kind	Number	Av. Price at Dis- tributing Point, Cents
Steel.....	1,126	50	\$31.26	Tamarack and Oak ...	47,572	32.1
Steel.....	114	60	31.26		47,572	32.1
Total..	1,240			Total	47,572	32.1

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES—	Coal, Tons, Bitumi- nous	Wood, Cords, Soft	Total Fuel Consumed, Tons	Miles Run	Average Pounds Consumed Per Mile
Passenger.....	6,647	36	6,685	139,224	95.76
Freight.....	41,361	210	41,569	420,562	101.06
Switching.....	19,068	97	19,166	359,018	98.33
Construction.....	5,790	36	5,826	126,686	91.69
Total	72,868	379	73,075	1,475,560	99.05
Average cost at distributing point....	\$3.00	\$1.12			

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ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

A. Accidents Resulting from the Movement of Trains, Locomotives or Cars.

KIND OF ACCIDENT	EMPLOYEES									
	Trainmen		Switchmen, Flagmen and Watchmen		Station Men		Shop Men		Trackmen	
	Killed		Killed		Killed		Killed		Killed	
	Injur'd	Total	Injur'd	Total	Injur'd	Total	Injur'd	Total	Injur'd	Total
Coupling or uncoupling	5	5								5
Collisions	2	2								2
Deraillments	1	6								1
Parting of trains									2	2
Locomotives or Cars breaking down										
Falling from trains, locomotives, or cars	1	5								1
Jumping on or off trains, locomotives, or cars		6								5
Struck by trains, locomotives, or cars	1	1			2	2				6
Overhead obstructions										3
Other causes	5	5								8
Total	2	30			2	2			2	37
KIND OF ACCIDENT	PASSENGERS				OTHER PERSONS				SUMMARY	
	Killed		Injur'd		Total		Total		Total	
	Killed		Injur'd		Total		Total		Total	
	Injur'd	Total	Injur'd	Total	Injur'd	Total	Injur'd	Total	Killed	Injur'd
Collisions										
Deraillments			4							
Parting of trains										
Locomotives or cars breaking down										
Falling from trains, locomotives, or cars										
Jumping on or off trains, locomotives, or cars										
Struck by trains, locomotives, or cars										
At highway crossings			1	8						
At stations										
At other points along track			1	1						
Other causes										
Total	4	4	2	4	2	4	2	4	2	45

ACCIDENT TO PERSONS—STATE OF MINNESOTA—Continued.

B. Accidents Arising from Causes Other Than Those Resulting from the Movement of Trains, Locomotives, or Cars.

KIND OF ACCIDENT	EMPLOYEES										PASSENGERS		Total	
	Station Men		Shop Men		Trackmen		Other Employees		Total Employees		Killed	Injur'd	Killed	Injur'd
	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd				
Handling traffic	1	1							1	1				2
Handling tools, machinery, etc.....					1				1					8
Handling supplies, etc.					1	2		1	3	1			1	6
Getting on or off locomotives or cars at rest				1					1				1	2
Other causes						2			3					6
Total	1	2		8		5		1	9	2			2	24

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CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

WORKING DIVISIONS OR BRANCHES			ALIGNMENT			PROFILE						
From	To	Miles	Num- ber of Curves	Agg'ate Length of Curved Line Miles	Length of Straight Line Miles	Length of Level Line Miles	Ascending Grades		Descending Grades			
							No.	Sum of Ascents Feet	Aggregate Length of Ascending Grades Miles	No.	Sum of Descents Feet	Aggregate Length of Descending Grades Miles
Stony Brook.....	Mountain Iron.....	48.62	38	8.80	39.82	9.17	21	332.0	30.28	19	120.0	9.17
Missabe Jct.....	Columbia Jct.....	29.34	39	9.33	20.01	4.11	19	849.4	14.78	17	197.0	10.45
Iron Jct.....	Blwabik.....	15.54	9	3.22	12.32	4.31	8	161.9	7.83	6	54.0	3.90
Spruce Wolf.....	Eveleth.....	3.44	6	.91	2.53	.45	6	134.5	2.67	2	2.0	.32
Wolf.....	Virginia.....	6.30	3	.68	5.62	1.90	5	59.5	3.15	4	22.5	1.25
Hibbing.....	Hibbing.....	16.72	16	3.85	12.87	5.69	10	197.0	8.11	5	87.2	3.61
Hibbing.....	Hull Yard.....	2.02	5	.49	1.53	.15	3	44.3	.92	3	21.0	.95
Spruce.....	Troy Mine.....	1.73	2	.45	1.28	.....	4	93.0	1.73	.....	.....	.....
Wilpen.....	Shenango Mine.....	4.14	4	1.23	2.86	.....	8	93.9	4.14	.....	.....	.....
Shenango Mine.....	St. Clair Mine.....	1.09	4	.64	.45	.32	2	46.0	.77
Total	123.94	126	29.55	99.39	25.41	86	2,060.6	73.86	56	413.7	29.65

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CHARACTERISTICS OF ROAD—Continued—STATE OF MINNESOTA.

Bridges, Trestles, Tunnels, Etc.

ITEM.	Number	Aggregate Length Feet	Minimum Length Feet	Maximum Length Feet	ITEM	Number	Height of Lowest Above Surface of Rail Ft. In.
Bridges—					Overhead Highway Crossings—		
Stone.....	25	3,628	26	585	Trestles	3	20
Iron.....	1	250	250	250	Total.....	3	
Wooden.....					Overhead Railway Crossings:		
Total.....	26	3,878			Bridges.....	1	176
					Trestles	11	22
Trestles—	70	148789	16	23 153	Total.....	12	

Gauge of track, 4 feet 8½ inches.

TELEGRAPH.

A. Owned by Company Making This Report.

Miles of Line	Miles of Wire	Operated by This Co.		Operated by Another Company		
		Miles of Line	Miles of Wire	Miles of Line	Miles of Wire	Name of Operating Co.
114.40	424.80	114.40	424.80

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CAR MILEAGE.

Paid or Allowed for Rolling Stock not the Property of Railroads nor Consigned for Use by Lease.

NAME OF OWNER—	Description.	Rate.	Am't.
Armour Refrigerator Line.....	Refrigerator	$\frac{1}{2}c$	\$69.80
Cold Blast Transportation Co.....	Refrigerator	$\frac{1}{2}c$	66.80
Fruit Growers' Express.....	Refrigerator	$\frac{1}{2}c$	5.86
Kansas City Dressed Beef Line.....	Refrigerator	$\frac{1}{2}c$	12.87
Cudahy Refrigerator Line.....	Refrigerator	$\frac{1}{2}c$	34.90
Cudahy Milwaukee Refrigerator Line.....	Refrigerator	$\frac{1}{2}c$	6.90
Omaha Packing Co.....	Refrigerator	$\frac{1}{2}c$	21.50
Morris Refrigerator Line.....	Refrigerator	$\frac{1}{2}c$	48.18
Swift Refrigerator Line.....	Refrigerator	$\frac{1}{2}c$	76.17
Hammond Refrigerator Line.....	Refrigerator	$\frac{1}{2}c$	3.71
Provision Dealers' Dispatch.....	Refrigerator	$\frac{1}{2}c$	1.22
Western Refrigerator Co.....	Refrigerator	$\frac{1}{2}c$	1.21
Fitzger Refrigerator Line.....	Refrigerator	$\frac{1}{2}c$	7.31
Duluth Brewing & Malting Co.....	Refrigerator	$\frac{1}{2}c$	3.50
Union Refrigerator Transit Co.....	Refrigerator	$\frac{1}{2}c$	143.04
Cleveland Provision Co.....	Refrigerator	$\frac{1}{2}c$	.23
Pabst Refrigerator Line.....	Refrigerator	$\frac{1}{2}c$	3.58
Union Tank Line.....	Tank	$\frac{1}{2}c$	39.65
Empire Line.....	Box	$\frac{1}{2}c$	.11
Arbuckle's Ariosa Dispatch.....	Box	$\frac{1}{2}c$	.59
Merchants' Dispatch T. Co.....	Box	$\frac{1}{2}c$	5.98
National Dispatch Line.....	Box	$\frac{1}{2}c$	.46
Iroquois Line.....	Box	$\frac{1}{2}c$	.73
Wells Creek Coal Co.....	Gondola	$\frac{1}{2}c$	1.17
Pittsburgh & Buffalo Co.....	Gondola	$\frac{1}{2}c$	1.41
American Line Stock & T. Co.....	Stock	$\frac{1}{2}c$	.45
Burton Stock Car Co.....	Stock	$\frac{1}{2}c$	.87
Mather Horse & Stock Car Co.....	Stock	$\frac{1}{2}c$	3.13
Ames Palace Horse Car Co.....	Stock	$\frac{1}{2}c$.71
Street's Western Stable Car Line.....	Stock	$\frac{1}{2}c$	27.44
Total.....			\$589.48

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TAXES AND ASSESSMENTS OF ALL KINDS.

For Reporting Company's Owned and Proprietary Lines.

STATE OR TERRITORY—	AD VALOREM TAX		SPECIFIC TAXES			On Prop- erty Owned not Used in Operation and Miscella- neous	Internal Revenue, U. S. Govern- ment	Total
	On the Value of Real and Personal Property	On the Value of Stocks or Bonds, or on Valuation Based on Earn- ings, Dividends, or other Re- sults of Operation	On Stocks, Bonds, Loans, etc.	On Gross or Net Earn- ings, Re- venue, or Dividends	On Traffic or Some Phys- ical Quality of Property Operated, or on Privilege			
Minnesota.....	\$130,888.61	.....	\$392.99	.....	\$131,281.60
Total.....	\$130,888.61	.....	\$392.99	.....	\$131,281.60

Duluth & Northern Minnesota Railway Co.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Duluth & Northern Minnesota Railway Co.
2. Date of organization? May 31st, 1898.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference of each statute and all amendments thereof. General statutes of the State of Minnesota.
4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Not consolidated.
5. Date and authority for each consolidation? Not consolidated.
6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Not reorganized.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
R. A. Alger.....	Detroit, Mich. ...	} To serve until successors duly elected.
Benjamin W. Arnold.....	Albany, N. Y. ...	
John Millen	Duluth, Minn. ...	
G. H. Stalker.....	Detroit, Mich. ...	
R. N. Marble.....	Duluth, Minn. ...	
R. A. Alger, Jr.	Detroit, Mich. ...	

Total number of stockholders at date of last election? Six.
 Date of last meeting of stockholders for election of directors? June 5th, 1903.
 Give post-office address of general office? Duluth, Minnesota.
 Give post-office address of operating office? Duluth, Minnesota.
 Give name and address of officer to whom correspondence regarding this report should be addressed? John Millen, Vice President and General Manager, Duluth, Minn.

(Page 7.)

OFFICERS.

Title.	Name.	Location of Office.
President	B. W. Arnold.....	Albany, N. Y.
First vice-president.....	John Millen.....	Duluth, Minn.
Secretary	J. C. McCaul.....	Detroit, Mich.
Treasurer	R. A. Alger, Jr.....	Detroit, Mich.
Auditor	G. H. Stalker.....	Detroit, Mich.
General manager.....	John Millen.....	Duluth, Minn.
Assistant general manager..	R. N. Marble.....	Duluth, Minn.
General superintendent	John Whyte.....	Knife River, Minn.
Asst. gen'l. superintendents.	Geo. Ward.....	Knife River, Minn.

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PROPERTY OPERATED.

(For Roads Making Operating Reports.)

Name of Every Railroad, the Operations of which are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a. Main line.
 - b. Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon the earnings or other considerations.
5. Line operated under Trackage Rights.

NAME—	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
Duluth & Northern Minnesota Railway Co.....	Knife River, Minn.....	Running N. E. to logging operations.....	59.00	.....
Freer Branch	Nester, Minn.	Running N. E. to logging operations	11.00	70.00
Total carried forward.....	.....	.....	.....	70.00

(Page 17.)

CAPITAL STOCK.

DESCRIPTION—	Number of Shares Authorized	Par Value of Shares	Total Par Value Authorized	Total Am't Issued and Outstanding	Dividends Declared During Year	
					Rate Per Cent	Amount
Capital stock—						
Common	10,000	\$100.00	\$1,000,000	\$200,000.00		
Preferred						
Total	10,000	\$100.00	\$1,000,000	\$200,000.00		

MANNER OF PAYMENT FOR CAPITAL STOCK.

	Number of Shares Issued during year.	Cash Realized on Amount Issued during Year	Total No. Shares Issued and Outstanding.	Total Cash Realized.
Issued for cash:—				
Common				
Preferred				
Issued for construction—				
Common			2,000	\$200,000.00
Preferred				
Issued for reorganization—				
Common				
Preferred				
Total			2,000	\$200,000.00

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

No funded debt.

CURRENT ASSETS AND LIABILITIES.

(Page 23.)

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1903.	
Cash		Receiver's certificates .....	.....
Bills receivable		Loans and bills payable .....	.....
Due from agents	\$172,027.75	Audited vouchers and accounts	\$468,269.35
Due from solvent companies and individuals		Wages and salaries .....	.....
Net traffic balances due from other companies		Net traffic balances due to other companies .....	.....
Other cash assets (excluding "Materials and Supplies")*		Matured interest coupons unpaid (Inc. coupons due July 1	.....
		Taxes due January 1st, 1904 .....	.....
		Miscellaneous .....	.....
Total—Cash and current assets	\$172,027.75	Total—Current liabilities	\$468,269.35
Balance—Current liabilities	468,269.35	Balance—Cash assets	172,027.75
Total	\$640,297.10	Total	\$640,297.10

*Materials and supplies on hand, \$.....

(See General Balance Sheet—page 49.)

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RECAPITULATION.

A. For Mileage owned by Road making this Report.

ACCOUNT—	Total Amount Outstanding	APPORTIONMENT		AMOUNT PER MILE OF LINE	
		To Railroads	To Other Properties	Miles	Amount
Capital stock—page 17.....	\$200,000.00	\$200,000.00	.....	70 00	\$2,857 14
Bonds—page 19 (grand total).....	.....	.....	.....	.....	.....
Equipment trust obligations—page 21.....	.....	.....	.....	.....	.....
Total.....	\$200,000.00	\$200,000.00	.....	70 00	\$2,857.14

(Page 27.) COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM—	Expenditures During Year Not Included in Operating Expenses		Total Cost to June 30, 1902	Total Cost to June 30, 1903	Cost Per Mile
	Charged to Income Acct as Permanent Improvements	Charged to Construction or Equip- ment			
CONSTRUCTION:					
Engineering		\$2,084.17	\$9,012.56	\$11,046.73	\$157.81
Right of way and station grounds			2,789.12	2,789.12	39.41
Real estate					
Grading		49,510.17	120,996.98	170,506.06	2,435.80
Tunnels					
Bridges, trestles, and culverts		6,893.97	10,581.00	17,531.97	250.45
Ties		16,553.42	86,334.13	82,902.38	765.75
Rails		21,931.10	137,086.53	159,042.93	2,272.04
Track fastenings		4,878.14	2,866.64	4,878.14	69.68
Frogs and switches		83.82	29,537.83	3,548.96	50.69
Ballast		24,700.60	23,386.20	43,309.15	779.12
Track laying and surfacing		14,923.95	518.17	518.17	618.70
Crossings, cattle guards, and signs		319.87	3,577.13	3,697.00	7.33
Interlocking or signal apparatus					52.81
Telephone Lines		1,270.96	1,941.00	3,211.96	45.88
Station buildings and fixtures		632.89	6,555.61	7,208.50	102.97
Shops, roundhouses, and turntables			1,394.45	1,394.45	19.92
Shop machinery and tools		13.96	216.49	232.44	3.32
Water stations		721.28	167.64	988.92	12.69
Fuel stations					
Grain elevators					
Storage warehouses					
Docks and wharves					
Electric light plants					
Electric motive power plants					
Gas making plants					
Miscellaneous structures					
Legal expenses					
Interest and discount					
General expenses					
Total Construction		\$145,486.39	\$412,977.44	\$538,463.83	\$7,978.05

(Page 29.) COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.
Continued.

ITEM—	Expenditures During Year Not Included in Operating Expenses		Total Cost to June 30, 1902	Total Cost to June 30, 1903	Cost Per Mile
	Charged to Income Acct as Permanent Improvements	Charged to Construction or Equip- ment			
EQUIPMENT:					
Locomotives		\$3,732.32	\$22,196.60	\$25,928.92	\$370.41
Passenger cars					
Sleeping, parlor, and dining cars					
Baggage, express, and postal cars					
Combination cars		250.00		250.00	3.57
Freight cars		19,146.58	60,549.85	79,696.43	1,138.52
Other cars of all classes					
Floating equipment		385.86	3,584.31	3,980.17	56.14
Total equipment		\$23,324.76	\$86,280.76	\$109,805.52	\$1,568.65
Total construction—page 27		145,486.39	412,977.44	558,463.83	7,978.05
Grand total cost construction, equipment, etc.		\$169,011.15	\$499,258.20	\$668,269.35	\$9,546.70
Total cost construction, equipment, etc.—State of Minnesota		\$169,011.15	\$499,258.20	\$668,269.35	\$9,546.70

Does the absence of any entry under the heading "Included in Operating Expenses" (page 27 or 29) mean that no expenditures for permanent improvements or betterments have been charged to Operating Expense Accounts? Yes.

(Page 31.)

INCOME ACCOUNT.

For Roads Making Operating Reports.

Gross earnings from operation—page 35.....	\$170,082.18	
Less operating expenses—page 45.....	132,387.52	
Income from operation		\$87,644.66
Total income		\$87,644.66
DEDUCTIONS FROM INCOME—		
Taxes—page 79, A.....	\$2,913.67	
Total deductions from income.....		\$2,913.67
Net income		\$84,730.99
Surplus from operations of year ending June 30, 1903..		\$34,730.99
Surplus on June 30, 1902 (from general balance sheet, 1902 report)		\$137,296.76
Surplus on June 30, 1903 (for entry on general balance sheet, page 51)		\$172,027.75

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

(Page 35.)

ITEM—	Gross Earnings from Business Originating and Terminating in State of Minnesota	Deductions Account of Repayments Etc.	Actual Earnings	Gross Earnings from Interstate Business to State of Minnesota, Divided on Straight Mileage Basis	Deductions Account of Repayments Etc.	Actual Earnings	Total Gross Earnings Including Local and Interstate Business Accruing to State of Minnesota
PASSENGER—							
Passenger revenue	\$1,137.60						
Less repayments—							
Tickets redeemed							
Excess fares refunded							
Total deductions			\$1,137.60				
Total passenger revenue							
Mail							
Express							
Extra baggage and storage							
Other items							
Total passenger earnings			\$1,137.60				
FREIGHT—							
Freight revenue	\$163,894.58						
Less repayments—							
Overcharge to shippers							
Other repayments							
Total deductions							
Total freight revenue							
Total freight earnings			\$163,894.58				
Total passenger and freight earnings			\$163,894.58				
OTHER EARNINGS FROM OPERATION—							
Switching charges—bal							
Car Mileage—Balance							
Hire of equipment—bal							
Telegraph Companies							
Rents not otherwise provided for							
Other sources							
Total other earnings			\$170,032.18				
Total gross earnings from operation—Minnesota							
Total gross earnings from operation—Entire line							\$170,032.18

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STOCKS OWNED.

A. Railway Stocks.

NAME—	Total Par Value.	Rate, Per Ct.	Income or Dividend Received.	Valuation.
Duluth & Northern Minnesota Ry. Co	\$800,000.00	\$800,000.00
See "Capital Stock," page 17.				
Total	\$800,000 00	\$800,000.00

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OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

Repairs of Roadway	\$17,384.98
Repairs and Renewals of Bridges and Culverts	844.89
Repairs and renewals of telephone.....	295.45
Total	\$18,525.32

MAINTENANCE OF EQUIPMENT.

Superintendence	\$1,240.00
Repairs and Renewals of Locomotives	13,891.83
Repairs and Renewals of Freight Cars	25,190.13
Repairs and Renewals of Shop Machinery and Tools	601.10
Total	\$40,923.06

CONDUCTING TRANSPORTATION.

Superintendence	\$3,600.00
Engine and Roundhouse Men	11,708.82
Fuel for Locomotives	38,172.08
Water Supply for Locomotives	49.22
Oil, Tallow, and Waste for Locomotives	1,696.01
Other supplies for locomotives	87.17
Train Service	11,268.17
Train Supplies and Expenses	158.03
Telegraph Expenses	64.67
Switching charges—Balance	303.46
Hire of Equipment—Balance	2,153.07
Injuries to persons	693.50
Clearing Wrecks	322.85
Stationery and Printing	229.74
Other expenses	247.55
Total	\$70,754.34

GENERAL EXPENSES.

Salaries of Clerks and Attendants	\$1,200.00
Insurance	984.80
Total	\$2,184.80

RECAPITULATION OF EXPENSES.

Maintenance of Way and Structures	\$18,525.32
Maintenance of Equipment	40,923.06
Conducting Transportation	70,754.34
General Expenses	2,184.80
Grand Total	\$132,387.52
Percentage of Expenses to Earnings—Entire Line	78

OPERATING EXPENSES—STATE OF MINNESOTA.

Maintenance of Way and Structures	\$18,525.32
Maintenance of Equipment	40,923.06
Conducting Transportation	70,754.34
General Expenses	2,184.80
Total	132,387.52
Percentage of Expenses to Earnings—Minnesota	78

(Page 49.) COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1902		ASSETS—	JUNE 30, 1903		YEAR ENDING JUNE 30, 1903	
Item	Total		Item	Total	Increase	Decrease
\$412,977.44		Cost of road—Page 21.....	\$145,486.89	\$558,463.88	\$145,486.89	
88,380.73		Cost of equipment—Page 29.....	23,534.78	109,805.52	23,534.78	
800,000.00		Stocks owned—Page 37.....		800,000.00		
		Bonds owned—Page 39.....				
		Other permanent investments.....				
		Lands owned.....				
187,396.76		Cash and current assets—Page 23.....	34,780.99	173,027.75	34,780.99	
		Other Assets—				
		Equipment trusts.....				
		Materials and supplies.....				
		Sinking fund.....				
		Sundries.....				
		Profit and loss—Page 31 (or 33).....				
\$1,436,554.96		Grand total.....	\$208,742.14	\$1,640,297.10	\$208,742.14	

(Page 51.) COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1902		LIABILITIES—	JUNE 30, 1903		YEAR ENDING JUNE 30, 1903	
Item	Total		Item	Total	Increase	Decrease
\$1,000,000.00		Capital stock—Page 17.....		\$1,000,000.00		
		Funded debt—Page 23.....				
299,268.20		Current liabilities—Page 23.....	\$169,011.15	\$468,269.35	\$169,011.15	
		Real estate mortgages.....				
		Accrued interest on funded debt not yet payable.....				
187,266.76		Profit and loss—Page 31 (or 33).....	34,780.99	173,027.75	34,780.99	
\$1,486,554.96		Grand total.....	\$208,742.14	\$1,640,297.10	\$208,742.14	

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EXPLANATORY REMARKS.

DULUTH & NORTHERN MINNESOTA RAILWAY COMPANY.
BALANCE SHEET JUNE 30TH, 1903.

Cost of road	\$558,463.83	
Cost of equipment	109,806.52	
Total cost to June 30th, 1903.....		\$668,269.35
Amount received for 2,000 shares of stock issued "Par Value".....		200,000.00
Alger-Smith & Co., Fiscal Agents Credit.....		\$468,269.35
Income from operation year ending June 30th, 1899.....		9,048.62
Income from operation year ending June 30th, 1900.....		55,189.17
Income from operation year ending June 30th, 1901.....		58,626.48
Income from operation year ending June 30th, 1902.....		57,546.47
Income from operation year ending June 30th, 1903.....		37,644.66
Total income from operation to June 30th, 1903.....		\$218,055.40

DEDUCTIONS FROM INCOME.

1898 Gross earnings tax State of Minnesota.....	\$4.92	
1899 Gross earnings tax State of Minnesota.....	412.88	
1900 Gross earnings tax State of Minnesota.....	1,273.68	
1901 Gross earnings tax State of Minnesota.....	1,422.50	
1902 Gross earnings tax State of Minnesota.....	2,913.67	
Total taxes deducted from income—	\$6,027.65	
10 per cent dividend January 1, 1901.....	20,000.00	
10 per cent dividend January 1, 1902.....	20,000.00	
Total deductions from income.....		46,027.65
Surplus from operations to June 30th, 1903.....		\$172,027.75
Alger-Smith & Co., Fiscal Agents, Debit.....		\$172,027.75

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IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2.-Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

1. 13 miles of main line. Freer branch, 11 miles.

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SECURITY FOR FUNDED DEBT—Page 23.

No funded debt.

(Page 59.)

EMPLOYEES AND SALARIES—STATE OF MINNESOTA.

CLASS—	Number	Total No. of Days Worked	Total Yearly Compensa- tion	Average Daily Compensa- tion
General Officers	5			
Other Officers	3	1,095	\$6,040.00	\$5.51
General Office Clerks	1			
Station Agents				
Other Station Men				
Enginemen	7	1,937½	6,987.49	3.60
Firemen	7	1,902½	4,477.26	2.55
Conductors	7	1,740	4,896.13	2.81
Other Trainmen	11	3,273½	6,454.25	1.97
Machinists	7	2,164	5,544.08	2.66
Carpenters	6	1,516½	3,217.71	2.12
Other Shopmen	12	3,044½	6,137.23	2.01
Section foremen	5	1,725	3,450.00	2.00
Other Trackmen	33	10,098	18,076.42	1.79
Switchmen, Flagmen and Watchmen	7	2,180½	4,025.65	1.85
Telegraph Operators and Dispatchers	1	365	1,082.50	2.97
Employees—Account Floating Equipment				
All other Employees and Laborers	3	906½	1,595.28	1.76
Total (including "General Officers")—				
Minnesota	115	31,947%	\$71,983.00	\$2.25
Less "General Officers"	5			
Total (excluding "General Officers")—				
Minnesota	110	31,947%	\$71,983.00	\$2.25
DISTRIBUTION OF ABOVE:				
General Administration	9	1,095	6,040.00	5.51
Maintenance of Way and Structures	41	12,729½	23,120.70	1.83
Maintenance of Equipment	25	6,724%	14,899.02	2.21
Conducting Transportation	40	11,398½	27,923.28	2.45
Total (including "General Officers")—				
Minnesota	115	31,947%	\$71,983.00	\$2.25
Less "General Officers"	5			
Total (excluding "General Officers")—				
Minnesota	110	31,947%	\$71,983.00	\$2.25
Total (including "General Officers")	115	31,947%	71,983.00	2.25
Entire Line				

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EXPLANATORY REMARKS.

In explanation regarding general officers, would say that President, Vice President, Secretary, Treasurer and Auditor receive no compensation whatever from the D. & N. M. Ry. Co.

(Page 61A.)

TRAFFIC AND MILEAGE STATISTICS—STATE OF MINNESOTA.

ITEM—	Column for No. Passen- gers, Tonnage, Car Mileage, No. Cars, etc.	Columns for Revenue and Rates.
		Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue....	1,896	
Number of passengers carried one mile.....	37,920	
Number of passengers carried one mile per mile of road	807	
Average distance carried, miles.....	20	
Total passenger revenue—Page 35.....		1,137.60
Average amount received from each passenger.....		.60
Average receipts per passenger per mile.....		.03
Total passenger earnings—Page 35.....		1,137.60
Passenger earnings per mile of road.....		24.20 425
Passenger earnings per train mile—Freight trains only.		
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue— Page 63.....	551,140	
Number of tons carried one mile.....	10,471,680	
Number of tons carried one mile per mile of road.....	222,801	
Average distance haul of one ton, miles.....	19	
Total freight revenue—Page 35.....		168,894.58
Average amount received for each ton of freight.....		.30 644
Average receipts per ton per mile.....		.01 613
Total freight earnings—Page 35.....		168,804.58
Freight earnings per mile of road.....		3,593.50
Freight earnings per train mile.....		2.71 408
TOTAL TRAFFIC—		
Gross earnings from operation—Page 35.....		170,032.18
Gross earnings from operation per mile of road.....		3,617.70
Gross earnings from operation per train mile.....		2.73 238
Operating expenses—Page 45.....		132,387.52
Operating expenses per mile of road.....		2,816.75
Operating expenses per train mile.....		2.12 742
Income from operation—Page 31.....		37,644.66
Income from operation per mile of road.....		800.95
CAR MILEAGE, ETC.—		
Mileage of passenger cars.....		
Average number of passenger cars per train mile.....		
Average number of passengers per train mile.....		
Mileage of loaded freight cars—North or East.....		
Mileage of loaded freight cars—South or West.....	1,057,893	
Mileage of empty freight cars—North or East.....	1,057,893	
Mileage of empty freight cars—South or West.....		
Average number of freight cars per train mile.....	34	
Average number of loaded cars per train mile.....	17	
Average number of empty cars per train mile.....	17	
Average number of tons of freight per train mile.....	168.28	
Average number of tons of freight per loaded car mile.....	9.89	
Average mileage operated during year.....	47	
TRAIN MILEAGE—		
Mileage of revenue passenger trains.....		
Mileage of locomotives employed in "helping" passen- ger trains.....		
Percentage of "helping" to revenue train mileage.....		
Mileage of revenue mixed trains.....		
Mileage of revenue freight trains.....		62,229
Mileage of locomotives employed in "helping" mixed and freight trains.....	643.00	
Percentage of "helping" to revenue train mileage.....	.01033	
Total revenue train mileage.....		62,229
Mileage of nonrevenue trains.....		13,233

(Page 61.)

TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE.

Same as reported on page 61A.

(Page 63)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

COMMODITY—	Freight Originat- ing on this Road Tons.	Freight Received from Con- necting Roads and Other Carriers. Tons.	Total Freight Tonnage.	
			Whole Tons.	Per Cent.
Products of Agriculture—				
Grain				
Flour				
Other mill products				
Hay				
Tobacco				
Cotton				
Fruit and vegetables				
Products of Animals—				
Live stock				
Other packing-house products				
Poultry, game and fish				
Wool				
Hides and leather				
Products of Mines—				
Anthracite coal				
Bituminous coal				
Coke				
Stone, sand and other like articles				
Products of Forest—				
Lumber				
Logs	488,466		488,466	88.628
Cedar	60,711		60,711	11.016
Manufactures—				
Petroleum and other oils				
Sugar				
Naval stores				
Iron, pig and bloom				
Iron and steel rails				
Other castings and machinery				
Bar and sheet metal				
Cement, brick and lime				
Agricultural implements				
Wagons, carriages, tools, etc.				
Wines, liquors and beers				
Household goods and furniture				
Merchandise—General merchandize used as camp supplies		1,963	1,963	.356
Miscellaneous—				
Other commodities not mentioned above				
Total tonnage—Minnesota	549,177	1,963	551,140	100.
Total Tonnage—Entire Line	549,177	1,963	551,140	100.

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DESCRIPTION OF EQUIPMENT.

ITEM.	No. Added During Year	Total No. at End of Year	Equipment Fitted With Train Brake		Equipment Fitted with Automatic Coupler	
			No.	Name	No.	Name
Locomotives—Owned and leased						
Passenger.....	1	7	4	Westinghouse.....	4	Detroit.....
Freight.....						
Switching.....						
Total locomotives in service.	1	7	4		4	
Total locomotives owned.....	1	7	4		4	
Cars—Owned and leased—						
In Passenger Service—						
First-class cars.....						
Second class cars.....						
Combination cars.....						
Emigrant cars.....						
Dining cars.....						
Parlor cars.....						
Sleeping cars.....						
Baggage, express and postal cars.....						
Other cars in passenger serv- ice.....						
Total.....						
In Freight Service.—						
Box cars.....		1				
Flat cars.....		28				
Stock cars.....	1	1				
Coal cars.....						
Tank cars.....						
Refrigerator cars.....						
Other cars in freight service.	66	246	220	New York.....	246	Detroit.....
Total.....	67	276	220		246	
In Company's Service—						
Officers' and pay cars.....						
Gravel cars.....						
Derrick cars.....						
Caboose cars.....	1	5	5	New York.....	5	Detroit.....
Other road cars.....						
Total.....		5	5		5	
Total cars in service.....		291	225		251	
Total cars owned.....	68	241	225		251	

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MILEAGE.

Mileage of Road Operated (All Tracks).

LINE IN USE—	Line Represented by Capital Stock		Line of Proprietary Companies	Line Operated Under Lease	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs							Iron	Steel
Miles of single track	59.00	11.00	.....	.....	.....	.....	70.00	24.00	.....	70.00
Miles of second track .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of third track .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of fourth track	2.50	.....	.....	.....	.....	.....	2.50	50.00	.....	2.50
Miles of yard track and sidings .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total Mileage Operated (all tracks) ..	61.50	11.00	.....	.....	.....	.....	72.50	24.50	.....	72.50

B. Mileage of Line Operated by States and Territories (Single Track).

State or Territory—										
All in Minnesota	59.00	11.00	.....	.....	.....	.....	70.00	24.00	.....	70.00
Total mileage operated (single Track)	59.00	11.00	.....	.....	.....	.....	70.00	24.00	.....	70.00

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OR TERRITORY—	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year.	RAILS	
	Main Line	Branches and Spurs			Iron	Steel
All in Minnesota	59.00	11.00	70.00	24.00	.....	70.00
Total mileage owned (single track)	59.00	11.00	70.00	24.00	70.00

(Page 67B.)

MILEAGE—STATE OF MINNESOTA.

Same as reported on page 67.

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CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES—	Coal, Tons, Bitumi- nous	Wood, Cords, Soft	Total Fuel Consumed, Tons	Miles Run	Average Pounds Consumed Per Mile
Passenger	8,426.51	.....	8,426.51	62,872	288.05
Freight	2,074.59	.....	2,074.59	18,233	227.56
Switching					
Construction					
Total	10,501.10	10,501.10	81,105	258.95
Average cost at distributing point.	\$4.53	\$4.53

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ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

A. Accidents Resulting from the Movement of Trains, Locomotives or Cars.

KIND OF ACCIDENT	EMPLOYEES										Total	
	Trainmen		Switchmen, Flagmen and Watchmen		Station Men		Shop Men		Trackmen		Other Employees	
	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd
Collisions												
Deraillings												
Parting of trains												
Locomotives or Cars breaking down												
Falling from trains, locomotives, or cars									1			1
Jumping on or off trains, locomotives, or cars												
Struck by trains, locomotives, or cars												
Overhead obstructions												
Other causes—Struck by logs falling off car	2											2
Total	2								1			2
KIND OF ACCIDENT	PASSENGERS				OTHER PERSONS				SUMMARY			
	Killed		Injur'd		Trespassing		Not Trespassing		Total		Total	
	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd
Collisions												
Deraillings												
Parting of trains												
Locomotives or cars breaking down												
Falling from trains, locomotives, or cars	1											
Jumping on or off trains, locomotives, or cars												
Struck by trains, locomotives, or cars												
At high way crossings												
At stations												
At other points along track												
Other causes												
Total	1										2	1
										Employees	2	1
										Passengers		1
										Other persons		1
										Total	3	2

(Page 78.) CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

WORKING DIVISIONS OR BRANCHES				ALIGNMENT			PROFILE					
From	To	Miles	Num- ber of Curves	Agg'gate Length of Curved Line Miles	Length of Straight Line Miles	Length of Level Line Miles	Ascending Grades			Descending Grades		
							No.	Sum of Ascents Feet	Aggregate Length of Ascending Grades Miles	No.	Sum of Descents Feet	Aggregate Length of Descending Grades Miles
Knife River.....	Logging operations.....	59	11	17.43	41.57
Nester.....	Logging operations.....	11	3	2.11	8.83
Total.....	70	14	19.60	50.40

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CHARACTERISTICS OF ROAD—Continued—STATE OF MINNESOTA.

Bridges, Trestles, Tunnels, Etc.

ITEM.	Number	Aggregate Length Feet	Minimum Length Feet	Maximum Length Feet	ITEM	Number	Height of Lowest Above Surface of Rail Ft. In.
Bridges—					Overhead Highway Crossings—		
Stone.....					Bridges.....		20
Iron.....					Conduits.....		
Wooden.....	3	241.2	66	104.02	Trestles.....		
Combination.....					Total.....		
Total.....	3	241.2			Overhead Railway Crossings—		
					Bridges.....	2	15.10
					Conduits.....		
					Trestles.....		
					Total.....	2	
Trestles.....	9	2,998	100	630.00	Tunnels.....		
Tunnels.....							

Gauge of track. 4 feet 8½ inches. Seventy miles.

TELEGRAPH.

A. Owned by Company Making This Report.

Telephone system only.

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EXPLANATORY REMARKS.

Overhead Crossings—Duluth & Iron Range R. R. Co. tracks at Mile Post 36 cross the track of the D. & N. M. Ry. Co.; 2 bridges.

(Page 79.) TAXES AND ASSESSMENTS OF ALL KINDS.

A. For Reporting Company's Owned and Proprietary Lines.

STATE OR TERRITORY—	AD VALOREM TAX		SPECIFIC TAXES			On Prop- erty Owned not Used in Operation and Miscella- neous	Internal Revenue, U. S. Govern- ment	Total
	On the Value of Real and Personal Property	On the Value of Stocks or Bonds, or on Valuation Based on Earn- ings, Dividends, or other Re- sults of Operation	On Stocks, Bonds, Loans, etc.	On Gross or Net Earn- ings, Reve- nue, or Dividends	On Traffic or Some Phys- ical Quality of Property Operated, or on Privilege			
Minnesota	\$2,913.67	.....	.....	.....	\$2,913.67
Total	\$2,913.67	.....	.....	.....	\$2,913.67

Duluth Terminal Railroad Co.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Duluth Terminal Railway Co.
2. Date of organization? August 31st, 1887.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. General laws of the State of Minnesota, Chapter 34, Statutes of 1887.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Louis W. Hill	St. Paul, Minn. ..	} When successor is elected.
R. I. Farrington.....	St. Paul, Minn. ..	
E. Sawyer	St. Paul, Minn. ..	
J. W. Blabon	St. Paul, Minn. ..	
M. D. Grover	St. Paul, Minn. ..	

Total number of stockholders at date of last election? Six.
 Date of last meeting of stockholders for election of directors? October 9th, 1902.
 Give post-office address of general office? St. Paul, Minn.
 Give post-office address of operating office? West Superior, Wis.
 Give name and address of officer to whom correspondence regarding this report should be addressed? John G. Drew, Comptroller, St. Paul, Minn.

(Page 7.)

OFFICERS.

Title.	Name.	Location of Office.
President	Louis W. Hill.....	St. Paul, Minn.
First vice-president	R. I. Farrington.....	St. Paul, Minn.
Secretary-treasurer	E. Sawyer.....	St. Paul, Minn.
General solicitor	M. D. Grover.....	St. Paul, Minn.
Comptroller	John G. Drew.....	St. Paul, Minn.
Chief engineer.....	A. H. Hogeland.....	St. Paul, Minn.
Superintendent	J. M. Davis.....	West Superior, Wis.

(Page 9A.) PROPERTY OPERATED—STATE OF MINNESOTA.

Same as page 9.

(Page 9.) PROPERTY OPERATED.

(For Roads Making Operating Reports.)

Name of Every Railroad, the Operations of which are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a Main line.
 - b Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon the earnings or other considerations.
5. Line operated under Trackage Rights.

NAME—	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
Duluth Terminal Ry.....	In Duluth .....	.....	1.82	1.82
Total carried forward.....	.....	.....	.....	1.82

13 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 15.)

PROPERTY LEASED OR OTHERWISE CONTROLLED FOR OPERATION.

[For Subsidiary Roads Making Either Operating Reports or Financial Reports.]

Give below a definite statement, as required by the Instructions on page 14, of the operating agreement or controlling relation existing between the company for which the report is made and the company by which it is operated or controlled, whether through lease, contract, or other agreement, or through ownership of capital stock.

Capital stock and bonds of this company owned by the Eastern Railway Co. of Minnesota.

(Page 17.)

CAPITAL STOCK.

DESCRIPTION—	Number of Shares Authorized	Par Value of Shares	Total Par Value Authorized	Total Am't Issued and Outstanding	Dividends Declared During Year	
					Rate Per Cent	Amount
Capital stock—	500	\$100.00	\$50,000.00	\$50,000.00	6	\$3,000.00
Total	500	\$100.00	\$50,000.00	\$50,000.00	.....	\$3,000.00

MANNER OF PAYMENT FOR CAPITAL STOCK.

	Number of Shares Issued during year.	Cash Realized on Amount Issued during Year	Total No. Shares Issued and Outstanding.	Total Cash Realized.
Issued for cash, common
Issued for cash, preferred
Issued for construction,	500	\$50,000.00
Issued for reorganization, common
Issued for reorganization, preferred
Issued for cash and services, common
Total	500	\$50,000.00

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

CLASS OF BOND OR OBLIGATION.	TIME		Amount of Authorized Issue	Amount Issued	Amount Outstanding	Cash Realized on Amount Issued.	INTEREST			
	Date of Issue	When Due					Rate Pr. Ct.	When Payable	Amt. Accrued During Year	Amount Paid During Year
First mortgage bonds.....	May 1 1889	May 1 1909	}	\$175,000	\$175,000	\$175,000	6 }	May 1 Nov. 1	\$10,500	\$10,500
Total										
Mortgage bonds				\$175,000	\$175,000	\$175,000			\$10,500	\$10,500
Miscellaneous obligations										
Grand Total				\$175,000	\$175,000	\$175,000			\$10,500	\$10,500

RECAPITULATION OF FUNDED DEBT.

(Page 23.)

CLASS OF DEBT	Amount Issued	Amount Outstanding	INTEREST	
			Amount Accrued during Year	Amount Paid during Year
Mortgage bonds—Page 19				
Miscellaneous obligations—page 19				
Income bonds—page 19				
Equipment trust obligations—page 21				
Total	\$175,000.00	\$175,000.00	\$10,500.00	\$10,500.00
	\$175,000.00	\$175,000.00	\$10,500.00	\$10,500.00

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1903.	
Cash		Receiver's certificates	
Bills receivable		Loans and bills payable	
Due from agents		Audited vouchers and accounts	
Due from solvent companies and individuals	\$48,910.80	Wages and salaries	
Net traffic balances due from other companies		Net traffic balances due to other companies	
Other cash assets (excluding "Materials and Supplies")		Dividends not called for	
		Matured interest coupons unpaid (inc. coupons due July 1)	
		Rents due July 1	
		Miscellaneous	
Total—Cash and current assets	\$48,910.80	Total—Current liabilities	\$48,910.80
Balance—Current liabilities		Balance—Cash assets	\$48,910.80
Total	\$48,910.80	Total	\$48,910.80

*Materials and supplies on hand, None.

(See General Balance Sheet—page 4b.)

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RECAPITULATION.

A. For Mileage owned by Road making this Report.

ACCOUNT	Total Amount Outstanding	APPORTIONMENT		AMOUNT PER MILE OF LINE	
		To Railroads	To Other Properties	Miles	Amount
Capital stock—page 17	\$50,000.00	\$50,000.00	.....	182	\$27,473
Bonds—page 19 ("Grand Total")	175,000.00	175,000.00	.....	.....	96,154
Equipment trust obligations—page 21 .....	.....	.....	.....	.....	.....
Total	\$225,000.00	\$225,000.00	.....	.....	\$123,627

B. For Mileage Operated by Road making this Report (Trackage Rights excluded), the Operations of Which are Included in the Income Account—Page 31.

NAME OF ROAD—	Capital Stock	Funded Debt	Total	AMOUNT PER MILE OF LINE	
				Miles	Amount
Duluth Terminal Ry.....	\$50,000.00	\$175,000.00	\$225,000.00	182	\$123,627
Grand Total	\$50,000.00	\$175,000.00	\$225,000.00	182	\$123,627

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

(Page 27.)

ITEM—	Expenditures During Year Not Included in Operating Expenses		Total Cost to June 30, 1902	Total Cost to June 30, 1903	Cost Per Mile
	Charged to Income Acc't as Permanent Improvements	Charged to Construction or Equip- ment			
CONSTRUCTION					
Engineering					
Right of way and station grounds					
Real estate					
Grading					
Tunnels					
Bridges, trestles and culverts		\$534.72			
Ties					
Rails					
Track fastenings					
Frogs and switches					
Ballast					
Track laying and surfacing					
Fencing right of way					
Crossings, cattle guards, and signs					
Interlocking or signal apparatus					
Telegraph lines					
Station buildings and fixtures					
Shops, roundhouses, and turntables					
Shop machinery and tools					
Water stations					
Fuel stations					
Grain elevators					
Storage warehouses					
Docks and wharves					
Electric light plants					
Electric motor power plants					
Gas making plants					
Miscellaneous structures					
Legal expenses					
Interest and discount					
General expenses					
Total Construction		\$534.72	1896,008.56	\$396,541.28	\$217,879.83

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.
Continued.

(Page 29.)

ITEM—	Expenditures During Year Not Included in Operating Expenses		Total Cost to June 30, 1902	Total Cost to June 30, 1903	Cost Per Mile
	Charged to Income Acc't as Permanent Improvements	Charged to Construction or Equip- ment			
EQUIPMENT:					
Locomotives					
Passenger cars					
Sleeping, parlor, and dining cars					
Baggage, express, and postal cars					
Combination cars					
Freight cars					
Other cars of all classes					
Floating equipment					
Total					
Total construction—page 27		\$534.72	\$396,006.56	\$396,541.28	\$217,879.88
Grand total cost construction, equipment, etc.		\$534.72	\$396,006.56	\$396,541.28	\$217,879.88
Total cost construction, equipment, etc.—State of Minnesota		\$534.72	\$396,006.56	\$396,541.28	\$217,879.88

Does the absence of any entry under the heading "Included in Operating Expenses" (page 27 or 29) mean that no expenditures for permanent improvements or betterments have been charged to operating expense accounts? No.

REMARKS.

The cost of many items of permanent improvements and betterments is charged to operating expenses, but no attempt is made to separate in our accounts the cost of such items from the cost of ordinary maintenance and renewals.

(Page 31.)

INCOME ACCOUNT.

For Roads Making Operating Reports.

Gross receipts from operation—page 35.....	\$36,142.05	
Less operating expenses—page 45	16,784.78	
Income from operation		<u>\$19,357.32</u>
Total income		19,357.32
Deductions from Income:		
Interest on funded debt accrued—page 23.....	\$10,500.00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	5,857.32	
Total deductions from income		<u>\$16,357.32</u>
Net income		\$3,000.00
Dividends, 6 per cent, stock—Page 17	\$3,000.00	
Total		<u>\$3,000.00</u>

(Page 35.) EARNINGS FROM OPERATION—STATE OF MINNESOTA.

ITEM.	Gross Earnings from Business Originating and Terminating in State of Minnesota	Deductions Account of Repayments, etc.	Actual Earnings	Gross Earnings from Interstate Business Accruing to State of Minnesota, Divided on Straight Mileage Basis	Deductions Account of Repayments, etc.	Actual Earnings	Total Gross Earnings, Including Local and Interstate Business Accruing to State of Minnesota
PASSENGER:							
Passenger Revenue							
Less Repayments—							
Tickets Redeemed							
Excess Fares Refunded							
Total Deductions							
Total Passenger Revenue							
Mail							
Express							
Extra Baggage and Storage							
Other Items							
Total Passenger Earnings							
FREIGHT:							
Freight Revenue							
Less Repayments—							
Overcharge to shippers							
Other repayments							
Total Deductions							
Total Freight Revenue							
Other Items							
Total Freight Earnings							
Total Passenger and Freight Earnings							
OTHER RECEIPTS FROM OPERATION—							
Hire of Equipment—Balance							
Telegraph Companies							
Rents from Tracks, Yards and Terminals							
Other sources							
Total Other Earnings							
Total gross receipts from operation, Minnesota							
Total gross receipts from operation—							
Entire Line							

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(Page 41.)

RENTALS RECEIVED.

Rents Received from Lease of Tracks, Yards, and Terminals.

	Situation of Property Leased	Name of Company Using Property Leased.	Item.	Total
Tracks	} In Duluth	Great Northern Ry.	\$36,142.05	
Yards				
Terminals				
Total				\$36,142.05
Grand total				\$36,142.05

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OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

Repairs of roadway	\$3,124.24
Renewals of Rails	16.46
Renewals of Ties	687.83
Repairs and renewals of bridges and culverts.....	12,072.20
Repairs and renewals of fences, road crossings, signs, and cattle guards.	6.95
Total.....	\$15,907.68

CONDUCTING TRANSPORTATION.

Superintendence	\$19.10
Station service	126.25
Total	\$145.35

GENERAL EXPENSES.

Salaries of general officers	\$600.00
Salaries of clerks and attendants	128.46
Insurance	3.24
Total	\$731.70

RECAPITULATION OF EXPENSES.

Maintenance of way and structures	\$15,907.68
Conducting transportation	145.35
General expenses	731.70
Grand total	\$16,784.73
Percentage of expenses to earnings—entire line	46.44
Percentage of Expenses to Earnings—Minnesota	46.44

(Page 49.) COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1902		ASSETS—	JUNE 30, 1903		YEAR ENDING JUNE 30, 1903	
Item	Total		Item	Total	Increase	Decrease
.....	\$396,008.56	Cost of road—page 27 .....	.....	\$996,541.28	\$594.73	.....
.....	.....	Cost of equipment—page 29 .....	.....	.....	.....	.....
.....	.....	Stocks owned—page 37 .....	.....	.....	.....	.....
.....	.....	Bonds owned—page 39 .....	.....	.....	.....	.....
.....	.....	Other permanent investments .....	.....	.....	.....	.....
.....	.....	Lands owned .....	.....	.....	.....	.....
.....	.....	Cash and current assets—page 23 .....	.....	48,910.80	4,386.85	.....
.....	44,623.95	Other Assets— .....	.....	.....	.....	.....
.....	.....	Equipment trusts .....	.....	.....	.....	.....
.....	.....	Materials and supplies .....	.....	.....	.....	.....
.....	.....	Sinking fund .....	.....	.....	.....	.....
.....	.....	Sundries .....	.....	.....	.....	.....
.....	.....	Profit and loss—page 31 (or 33) .....	.....	.....	.....	.....
.....	\$440,680.51	Grand total .....	.....	\$444,452.08	\$4,821.57	.....

(Page 51.) COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1902		LIABILITIES—	JUNE 30, 1903		YEAR ENDING JUNE 30, 1903	
Item	Total		Item	Total	Increase	Decrease
.....	\$50,000.00	Capital stock—page 17 .....	.....	\$50,000.00	.....	.....
.....	175,000.00	Funded debt—page 23 .....	.....	175,000.00	.....	.....
.....	.....	Current liabilities—page 23 .....	.....	.....	.....	.....
.....	.....	Real estate mortgages .....	.....	.....	.....	.....
.....	1,750.00	Accrued interest on funded debt not yet payable .....	.....	1,750.00	.....	.....
.....	42,873.95	Fund for renewal of bridging .....	.....	47,150.80	\$4,286.85	.....
.....	171,008.56	Advances for construction for which bonds may be issued .....	.....	171,541.28	.....	.....
.....	.....	Profit and loss—Page 31 (or 33) .....	.....	.....	584.72	.....
.....	\$440,680.51	Grand total .....	.....	\$445,452.08	\$4,821.57	.....

SECURITY FOR FUNDED DEBT—Page 23.

(Page 57.)

CLASS OF BOND OR OBLIGATION	WHAT ROAD MORTGAGED		Miles	Amount of Mortgage Per Mile of Line	What Equip-ment Mortg'd	What Income Mort-gaged	What Securities Mort-gaged
	From	To					
First Mortgage Bonds.....	In Duluth.....	1.82	98,154	None	All	None

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EMPLOYEES AND SALARIES—STATE OF MINNESOTA.

CLASS—	Number	Total No. of Days Worked	Total Yearly Compensa- tion	Average Daily Compensa- tion
General officers	1	365	\$600.00	\$1.64
Other officers	2	124	128.46	1.04
General office clerks	1	67	102.04	1.51
Station agents				
Other station men				
Enginemen				
Firemen				
Conductors				
Other trainmen				
Machinists				
Carpenters	4	1,112	2,752.46	2.48
Other shopmen				
Section foremen	1	265	484.63	1.83
Other trackmen	4	1,094	1,660.92	1.51
Switchmen, flagmen, and watchmen				
Telegraph operators and dispatchers				
Employees—account floating equipment				
All other employees and laborers	2	207	468.21	2.26
Total (including "General Officers")— Minnesota	15	3,234	\$6,196.72	\$1.92
Less "General Officers"	1	365	600.00	1.64
Total (excluding "General Officers")— Minnesota	14	2,869	\$5,596.72	\$1.95
Distribution of Above—				
General administration	3	489	728.46	1.49
Maintenance of way and structures	9	2,471	4,898.01	1.98
Maintenance of equipment				
Conducting transportation	3	274	570.25	2.08
Total (including "General Officers")— Minnesota	15	3,234	\$6,196.72	\$1.92
Less "General Officers"	1	365	600.00	1.64
Total (excluding "General Officers")— Minnesota	14	2,869	\$5,596.72	\$1.95
Total (including "General Officers")— Entire Line				

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TRAFFIC AND MILEAGE STATISTICS—STATE OF MINNESOTA.
Same as page 61.

(Page 61.)

TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE.

ITEM—	Column for No Pas- sengers, Tonnage, Car Mileage, No. Cars, etc	Columns for Revenue and Rates.
		Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue.....		
Number of passengers carried one mile.....		
Number of passengers carried one mile per mile of road.....		
Average distance carried, miles.....		
Total passenger revenue—Page 35.....		
Average amount received from each passenger.....		
Average receipts per passenger per mile.....		
Total passenger earnings—Page 35.....		
Passenger earnings per mile of road.....		
Passenger earnings per train mile.....		
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue— Page 63.....		
Number of tons carried one mile.....		
Number of tons carried one mile per mile of road.....		
Average distance haul of one ton, miles.....		
Total freight revenue—Page 35.....		
Average amount received for each ton of freight.....		
Average receipts per ton per mile.....		
Total freight earnings—Page 35.....		
Freight earnings per mile of road.....		
Freight earnings per train mile.....		
TOTAL TRAFFIC—		
Gross earnings from operation—Page 35.....		36,142.05
Gross earnings from operation per mile of road.....		19,858.26
Gross earnings from operation per train mile.....		
Operating expenses—Page 45.....		16,784.73
Operating expenses per mile of road.....		9 222.37
Operating expenses per train mile.....		
Income from operation—Page 31.....		19,357.32
Income from operation per mile of road.....		10.635.89
CAR MILEAGE, ETC.—		
Mileage of passenger cars.....		
Average number of passenger cars per train mile.....		
Average number of passengers per train mile.....		
Mileage of loaded freight cars—North or East.....		
Mileage of loaded freight cars—South or West.....		
Mileage of empty freight cars—North or East.....		
Mileage of empty freight cars—South or West.....		
Average number of freight cars per train mile.....		
Average number of loaded cars per train mile.....		
Average number of empty cars per train mile.....		
Average number of tons of freight per train mile.....		
Average number of tons of freight per loaded car mile.....		
Average mileage operated during year.....		
TRAIN MILEAGE—		
Mileage of revenue passenger trains.....	Miles	Miles
Mileage of locomotives employed in "helping" passen- ger trains.....		
Percentage of "helping" to revenue train mileage.....		
Mileage of revenue mixed trains.....		
Mileage of revenue freight trains.....		
Mileage of locomotives employed in "helping" mixed and freight trains.....		
Percentage of "helping" to revenue train mileage.....		
Total revenue train mileage.....		
Mileage of nonrevenue trains.....		

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MILEAGE.

A. Mileage of Road Operated (All Tracks).

LINE IN USE—	Line Represented by Capital Stock		Line of Property Companies.	Line Operated Under Lease	Line Operated Under Contract Etc.	Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs							Iron	Steel
Miles of single track	1.82						1.82			1.82
Miles of second track										
Miles of third track										
Miles of fourth track	3.84						3.84			3.84
Miles of yard track and sidings										
Total Mileage Operated (all tracks) ..	5.66						5.66			5.66

B. Mileage of Line Operated by States and Territories (Single Track).

State of Minnesota	1.82						1.82			1.82
Total Mileage Operated (single track) ..	1.82						1.82			1.82

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OF MINNESOTA--	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs			Iron	Steel
Minnesota	1.82					1.82
Total mileage owned (single track)	1.82		1.82			1.82

(Page 67B.)

MILEAGE—STATE OF MINNESOTA.

Same as page 67.

(Page 69.)

RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind	Tons	Weight Per Yard. Pounds	Av. Price Per Ton at Distribut'g Point. Dollars	Kind	Number	Av. Price at Dis- tributing Point. Cents
Steel.....				Hard Wood.....	48	93.9
				Pine, Tamarack and		
				Cedar.....	574	40.1
				Others.....	196	19 0
Total.....				Total.....	818	38 2

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CHARACTERISTICS OF ROAD.

Cannot give this.

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CHARACTERISTICS OF ROAD—Continued—STATE OF MINNESOTA.

Bridges, Trestles, Tunnels, Etc.

ITEM.	Number	Aggregate Length Feet	Minimum Length Feet	Maximum Length Feet	ITEM	Number	Height of Lowest Above Surface of Rail Ft. In.
Bridges—					Overhead Highway Crossings—		
Stone.....	1	8,999			Bridges.....		
Iron.....					Trestles.....		
Wooden.....					Trestles.....		
Total.....	1	8,999			Total.....	1	22.04
Trestles—	1	790			Overhead Railway Crossings:		
					Total.....		

Gauge of track, 4 feet 8½ inches, 1 82 miles.

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TAXES AND ASSESSMENTS OF ALL KINDS.

In the State of Minnesota the railway companies are required to pay taxes on gross earnings from operation.

The line of this company is used by other railway companies who pay rental for same, and the only income of this company is derived from such rental. The companies using the road pay into the state treasury the earnings tax for traffic over this company's tracks. The rental received is not treated by this company as earnings from operation, but as income from other sources.

Eastern Railway of Minnesota.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Eastern Railway of Minnesota.
2. Date of organization? August 13th, 1887.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Territory of Minnesota and States of Minnesota and Wisconsin.

The Eastern Railway Company of Minnesota was organized under the charter of the Minneapolis & St. Cloud Railroad Company, according to the following statutes of the Territory and the State of Minnesota:

"An Act of the Legislative Assembly of the Territory of Minnesota, entitled 'An Act to incorporate the Minneapolis & St. Cloud Railroad Company,' approved March 1st, 1856. Another act approved by the Legislature of the State of Minnesota, February 23rd, 1864, entitled 'An Act to amend an Act,' entitled an act to incorporate the Minneapolis & St. Cloud Railroad Company, passed March 1st, 1856'; another act of said Legislature approved February 11th, 1865, entitled 'An Act granting swamp lands to aid the Minneapolis & St. Cloud Railroad Company in building branches to connect with the Lake Superior & Mississippi Railroad and the Winona & St. Peter Railroad, or any other railroad in Southern Minnesota'; another Act of said Legislature, approved February 28th, 1865, entitled 'An Act to Amend an Act entitled an Act to incorporate the Minneapolis & St. Cloud Railroad Company, approved March 1st, 1856,' and to repeal certain portions of an act amending the charter of said company, passed February 23rd, 1864; another act of said Legislature approved March 5th, 1869, entitled 'An Act to Amend an Act, entitled an act granting swamp lands to aid the Minneapolis and St. Cloud Railroad Company in building branches to connect with the Lake Superior & Mississippi Railroad and the Winona & St. Peter Railroad, or any other railroad in Southern Minnesota'; another act of said Legislature, approved March 6th, 1869, entitled 'An Act to Amend the charter of the Minneapolis & St. Cloud Railroad Company'; another act of said Legislature, approved March 2nd, 1870, entitled 'An Act to Amend

the charter of the Minneapolis & St. Cloud Railroad Company'; another act of said Legislature, approved March 11th, 1879, entitled 'An Act to extend the time for the construction and completion of a branch of the Minneapolis & St. Cloud Railroad'; another act of said Legislature, approved March 7th, 1881, entitled 'An Act to Amend Chapter 56 of the Special Laws of A. D. 1869, page 249, entitled "An Act to amend an act entitled an act granting swamp lands to aid the Minneapolis & St. Cloud Railroad Company in building branch lines to connect with the Lake Superior & Mississippi Railroad and the Winona & St. Peter Railroad, or any other railroad in Southern Minnesota"' ; another act of said legislature, approved March 10th, 1885, entitled 'An Act to amend an act entitled an act granting swamp lands to aid the Minneapolis & St. Cloud Railroad Company in building branches to connect with the Lake Superior & Mississippi Railroad and the Winona & St. Peter Railroad, or any other railroad in Southern Minnesota,' approved February 11th, in the year of our Lord one thousand eight hundred and sixty-five, as amended."

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Eastern Railway of Minnesota and Lake Superior & South Western Railway Co. Under the provisions of the above charter and amendments and pursuant moreover to the General Laws of the States of Minnesota and Wisconsin it was on January 10, 1888, consolidated with the Lake Superior & Southwestern Railway Co., a corporation organized and existing under the laws of the State of Wisconsin.

5. Date and authority for each consolidation? January 10, 1888. Statutes above recited; resolution of the Boards of Directors of the respective companies.

7. What carrier operates the road of this company? Great Northern Railway Co.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Louis W. Hill	St. Paul, Minn.	} When succes- sor is elected.
D. M. Philbin	West Superior, Wis.	
M. D. Grover	St. Paul, Minn.	
R. I. Farrington	St. Paul, Minn.	
Edward Sawyer	St. Paul, Minn.	

Total number of stockholders at date of last election? Six.

Date of last meeting of stockholders for election of directors? October 9th, 1902.

Give post-office address of general office? St. Paul, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? John G. Drew, Comptroller, St. Paul, Minn.

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OFFICERS.

Title.	Name.	Location of Office.
President	Louis W. Hill	St. Paul, Minn.
First vice-president	R. I. Farrington	St. Paul, Minn.
Secretary	} Edward Sawyer	St. Paul, Minn.
Treasurer		
General solicitor	M. D. Grover	St. Paul, Minn.
Comptroller	John G. Drew	St. Paul, Minn.
Chief engineer	A. H. Hogeland	St. Paul, Minn.

14 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 13.)

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

(For Roads not Making Operating Reports.)

Name of Railroad the Income of which from Lease, or from other Assignment for Operation, is Included in the Income Account—Page 33.

NAME—	Terminals	By What Company Operated	Under What Kind of Contract Operated	Miles of Line
Eastern Ry. Co. of Minnesota.....	Coon Creek Jct. to Superior, Wis....	G. N. Ry. Co	Lease.....	134.11
	In Duluth, Minn.....	G. N. Ry. Co	Lease.....	35
	Kettle River Branch.....	G. N. Ry. Co	Lease.....	2.61
	Nemadji Jct., Wis. to Fosston, including cut-off.....	G. N. Ry. Co	Lease.....	212.38
	Mississippi River to Dewey Lake.....	G. N. Ry. Co	Lease.....	48.92
	Hibbing to Virginia.....	G. N. Ry. Co	Lease.....	18.78
	Brookston to Ellis.....	G. N. Ry. Co	Lease.....	46.49
	Clarke Mine Spur.....	G. N. Ry. Co	Lease.....	.61
	Stevenson Mine Spur.....	G. N. Ry. Co	Lease.....	3.31
	Croxtown Mine Spur.....	G. N. Ry. Co	Lease.....	1.38
	Kenney-Hawkins Mine branch.....	G. N. Ry. Co	Lease.....	10.64
	Jordon Mine Spur.....	G. N. Ry. Co	Lease.....	1.10
	Kenney Mine Spur.....	G. N. Ry. Co	Lease.....	1.41
	Connection with D. S. & W. Ter. at Saunders.....	G. N. Ry. Co	Lease.....	.05
Total Mileage..				482.17

(Page 15.)

PROPERTY LEASED OR OTHERWISE CONTROLLED FOR OPERATION.

[For Subsidiary Roads Making Either Operating Reports or Financial Reports.]

Give below a definite statement, as required by the Instructions on page 14, of the operating agreement or controlling relation existing between the company for which the report is made and the company by which it is operated or controlled, whether through lease, contract, or other agreement, or through ownership of capital stock.

The mileage owned by this company was leased to the Great Northern Railway Co. on May 1, 1902, for a period of 99 years, subject to the following payments:

a. All interest as same shall fall due upon bonds or other obligations now outstanding or upon bonds or other obligations that may hereafter be issued by this company.

b. Quarterly, on the 1st days of February, May, August and November of each year, a sum equal to one and one-half per centum upon the par value of the capital stock of this company outstanding.

c. All taxes and assessments upon the property, gross earnings and income of this company or for which this company or its property may be liable, levied, assessed or falling due during the term of the lease.

(Page 17.)

CAPITAL STOCK.

DESCRIPTION—	Number of Shares Authorized	Par Value of Shares	Total Par Value Authorized	Total Am't Issued and Outstanding	Dividends Declared During Year	
					Rate Per Cent	Amount
Capital stock.....	160,000	\$100.00	\$16,000,000	\$16,000,000	6	\$960,000.00
Common.....						
Preferred.....						
Total.....	160,000	\$100.00	\$16,000,000	\$16,000,000		\$960,000.00

MANNER OF PAYMENT FOR CAPITAL STOCK.

	Number of Shares Issued during year.	Cash Realized on Amount Issued during Year	Total No. Shares Issued and Outstanding.	Total Cash Realized.
Issued for cash.....			110,005	\$11,000,500
Issued for construction— Common.....				
Preferred.....				
Issued for reorganization— Common.....				
Preferred.....				
Issued for acquisition of the Lake Superior and South-Western Ry.....			49,995	4,999,500
Total.....			160,000	\$16,000,000

RECAPITULATION OF FUNDED DEBT.

(Page 23.)

CLASS OF DEBT —	Amount Issued	Amount Outstanding	INTEREST	
			Amount Accrued during Year	Amount Paid during Year
Mortgage bonds—page 19				
Miscellaneous obligations—page 19				
Income bonds—page 19				
Equipment trust obligations—page 21				
Total	\$9,700,000.00	\$9,700,000.00	\$135,000.00	\$135,000.00
	\$9,700,000.00	\$9,788,121.22	\$135,000.00	\$135,000.00

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1903.	
Cash		Receiver's certificates	
Bills receivable	\$430,531.27	Loans and bills payable	
Due from agents		Audited vouchers and accounts	\$384,500.07
Due from solvent companies and individuals	3643.90	Wages and salaries	6,623.86
Net traffic balances due from other companies		Net traffic balances due to other companies	
Other cash assets (excluding "Materials and Supplies")		Dividends not called for	
		Matured interest coupons unpaid (inc. coupons due July 1	5,725.00
		Taxes due January 1st, 1904	
		Miscellaneous	
Total—Cash and current assets	\$434,775.17	Total—Current liabilities	\$400,857.73
Balance—Current liabilities	166,682.56	Balance—Cash assets	
Total	\$600,857.73	Total	\$600,857.73

•Materials and supplies on hand, \$None.

(See General Balance Sheet—page 49.)

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RECAPITULATION.

A. For Mileage owned by Road making this Report.

ACCOUNT—	Total Amount Outstanding	APPORTIONMENT		AMOUNT PER MILE OF LINE	
		To Railroads	To Other Properties	Miles	Amount
Capital stock—page 17.....	\$16,000,000.00	\$15,000,000.00	\$1,000,000.00	482.17	\$31,109
Bonds—page 19 (grand total).....	9,700,000.00	8,500,000.00	1,200,000.00	284.83	28,848
Equipment trust obligations—page 21.....	88,121.22	88,121.22	.....	482.17	182
Total.....	\$25,788,121.22	\$23,588,121.22	\$2,200,000.00	.....	61,134

(Page 27.) COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM—	Expenditures During Year Not Included in Operating Expenses		Total Cost to June 30, 1902	Total Cost to June 30, 1903	Cost Per Mile
	Charged to Income Acct as Permanent Improvements	Charged to Construction or Equip- ment			
CONSTRUCTION:					
Engineering		\$5,565.44			
Right of way and station grounds		1,998.47			
Real estate		1,857.60			
Grading		256,020.58			
Tunnels		80,788.88			
Bridges, trestles, and culverts		52,782.86			
Ties		60,067.87			
Trails		144,805.31			
Track fastenings		4,840.97			
Flags and switches		29,624.62			
Ballast		97,418.00			
Track laying and surfacing		88,908.67			
Pending right of way		1,151.48			
(Crossings, cattle guards, and signs		104.36			
Interlocking or signal apparatus					
Telegraph lines		2,009.86			
Station buildings and fixtures		11,786.46			
Shops, roundhouses, and turntables		1,882.26			
Shop machinery and tools		380.49			
Water stations		2,708.12			
Fuel stations		578.66			
Grain elevators					
Storage warehouses		3,080.98			
Docks and wharves					
Electric light plants		*1,010.19			
Cost of purchased roads					
Gas making plants		6,445.30			
Miscellaneous structures					
Legal expenses					
Interest and discount		5,680.08			
General expenses	•				
Total Construction		\$694,388.54	\$21,067,876.78	\$21,961,986.82	\$45,548.18
*Deduct					

Cannot give details

(Page 29.) COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.
Continued.

ITEM—	Expenditures During Year Not Included in Operating Expenses		Total Cost to June 30, 1902	Total Cost to June 30, 1903	Cost Per Mile
	Charged to Income Acc't as Permanent Improvements	Charged to Construction or Equipment			
EQUIPMENT:					
Locomotives		\$3,788.75			
Passenger cars					
Sleeping parlor, and dining cars					
Baggage express, and postal cars					
Combination cars					
Freight cars		855,478.08			
Other cars of all classes		*185.10			
Floating equipment					
Total equipment		\$548,496.21	\$3,828,108.85	\$4,876,603.06	\$9,699.07
Total construction—page 27		894,288.54	21,067,676.78	21,961,965.32	45,548.18
Grand total cost construction, equipment, etc.			\$24,895,785.63	\$26,938,568.38	\$55,247.25
Total cost construction, equipment, etc.—State of Minnesota		Cannot	State		

*Deduct.

Does the absence of any entry under the heading "Included in Operating Expenses" (page 27 or 29) mean that no expenditures for permanent improvements or betterments have been charged to operating expense accounts? No.

REMARKS.
The company's property being leased by the Great Northern Ry. Co., the cost of any improvements and betterments made to the property during the year and charged to operating expenses would appear in the returns of that company.

(Page 33.)

INCOME ACCOUNT.

(For Roads not Making Operating Reports.)

Income from lease of road		<u>\$1,395,000.00</u>
Total income		<u>\$1,395,000.00</u>
DEDUCTIONS FROM INCOME—		
Interest on funded debt accrued—page 23.....	<u>\$485,000.00</u>	
Total deductions from income.....		<u>\$485,000.00</u>
Net income		<u>\$960,000.00</u>
 Dividends, 6 per cent, stock—page 17.....	<u>\$960,000.00</u>	
Total		<u>\$960,000.00</u>
 Surplus on June 30, 1902 (from general balance sheet, 1902 report)		<u>\$558,882.89</u>
 Deductions for year		<u>\$19,621.11</u>
 Surplus on June 30, 1903 (for entry on general balance sheet, page 51)		<u>\$587,211.58</u>

(Page 37.)

STOCKS OWNED.

A. Railway Stocks.

NAME—	Total Par Value.	Rate, Per Ct.	Income or Dividend Received.	Valuation.
Lake Superior Terminal & Transfer Ry. Co.	\$15,700 00	.....	.....	\$15,700 00
Duluth Terminal Ry. Co	50,000.00	.....	.....	50,000.00
Total	\$65,700.00	.....	.....	\$65,700.00

B. Other Stocks.

Grand total—A and B	\$65,700 00	\$65,700.00
----------------------------------	--------------------	-------	-------	--------------------

(Page 39.)

BONDS OWNED.

A. Railway Bonds.

NAME—	Total Par Value	Rate Per Ct.	Income or Interest Received.	Valuation.
Duluth Terminal Ry. Co	\$175,000.00	.....	.....	\$175,000 00
Total	\$175,000.00	.....	.....	\$175,000 00

B. Other Bonds.

Grand Total—A and B	\$175,000 00	\$175,000.00
----------------------------------	---------------------	-------	-------	---------------------

COMPARATIVE GENERAL BALANCE SHEET.

(Page 49.)

JUNE 30, 1902		ASSETS—		JUNE 30, 1903		YEAR ENDING JUNE 30, 1903	
Item	Total			Item	Total	Increase	Decrease
\$12,007,678.78		Cost of road—Page 27		\$21,961,605.32		\$894,388.54	
3,828,108.85		Cost of equipment—Page 29		4,670,803.06		848,496.21	
65,700.00		Stocks owned—Page 27		65,700.00			
175,000.00		Bonds owned—Page 29		175,000.00			
1,899,688.72		Other permanent investments		1,908,986.27		7,247.55	
\$27,035,172.35		Lands owned			\$28,786,204.65		
		Cash and current assets—Page 23			434,175.17		\$154,398.22
588,574.39		Other Assets—					
		Equipment trusts					1,104.95
		Materials and supplies					
1,164.95		Sinking fund					
		Sundries					
232,500.00		Rental from Great Northern Railway, accrued and matured			272,791.66	40,291.66	
		Profit and loss—Page 31 (or 33)					
\$27,858,411.69		Grand total			\$29,493,171.48	\$1,634,759.79	

COMPARATIVE GENERAL BALANCE SHEET.

(Page 51.)

JUNE 30, 1902		JUNE 30, 1903		YEAR ENDING JUNE 30, 1903	
Item	Total	Item	Total	Increase	Decrease
LIABILITIES—					
Capital stock—Page 17.....	\$16,000,000.00	Capital stock—Page 17.....	\$16,000,000.00		
Funded debt—Page 23.....	9,817,394.98	Funded debt—Page 23.....	9,788,121.22		\$29,873.74
Current liabilities—Page 23.....	597,910.67	Current liabilities—Page 23.....	600,857.73	\$2,947.66	
Real estate mortgages.....	108,750.00	Real estate mortgages.....	108,750.00		
Accrued interest on funded debt not yet payable.....	180,000.00	Accrued interest on funded debt not yet payable.....	160,000.00		
Taxes not due.....	50,184.87	Taxes not due.....	8,604.87		46,580.00
Funds for renewal.....	240,683.19	Funds for renewal.....	234,048.19		6,635.00
Advances for construction.....	326,555.31	Advances for construction.....	2,060,577.89	1,734,022.58	
Profit and loss—Page 31 (or 33).....	550,832.69	Profit and loss—Page 31 (or 33).....	537,211.58		19,621.11
Grand total.....	\$27,858,411.69	Grand total.....	\$29,493,171.48	\$1,634,759.79	

(Page 53.)

**IMPORTANT CHANGES DURING THE YEAR—STATE OF
MINNESOTA.**

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

1. Kenney-Hawkins mine branch, 10.64 miles; Jordon mine spur, 1.10 miles; Croxton mine spur, 1.38 miles; Kenney mine spur, 1.41 miles.

2. Change of line at Barclay Junction shortened .12 miles.

SECURITY FOR FUNDED DEBT—Page 23.

(Page 57.)

CLASS OF BOND OR OBLIGATION—	WHAT ROAD MORTGAGED		Miles	Amount of Mortgage Per Mile of Line	What Equipment Mortgaged	What Income Mortgaged	What Securities Mortgaged
	From	To					
First Division— First mortgage bonds.....	Hinckley, Minn. to Duluth. Kettle River Branch Connection with D. S. & W. T. Co.....	Duluth, Minn. to D. S. & W. T. Co.....	69.40 .38 2.61 .05 — 72.44		All	All	Stock and bonds Duluth Terminals Ry. Co.
Northern Division— First mortgage bonds.....	Nemadji Jct.....	Fosston.....	212.38	\$48,315 Also docks, elevators and terminal properties in West Superior and Duluth	All	All	None
Total.....			284.82	23,542	All	All	None
				\$29,843			

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DESCRIPTION OF EQUIPMENT.

Leased to the Great Northern Railway Co., and reported by that company.

(Page 67.)

MILEAGE.

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OR TERRITORY—	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year.	RAILS	
	Main Line	Branches and Spurs			Iron	Steel
Minnesota	449.66	.....	449.66	.....	.....	449.66
Wisconsin	32.51	.....	32.51	.....	.....	32.51
Total mileage owned (single track)	482.17	.....	482.17	.....	.....	482.17

(Page 67B.)

MILEAGE—STATE OF MINNESOTA.

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OF MINNESOTA—	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year.	RAILS	
	Main Line	Branches and Spurs			Iron	Steel
Minnesota	449.66	.....	449.66	.....	.....	449.66
Total mileage owned (single track)	449.66	.....	449.66	.....	.....	449.66

14 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 73.)

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

Cannot give this.

(Page 75.)

CHARACTERISTICS OF ROAD—Continued—STATE OF MINNESOTA.

Bridges, Trestles, Tunnels, Etc.

ITEM.	Number	Aggregate Length Feet	Minimum Length Feet	Maximum Length Feet	ITEM	Number	Height of Lowest Above Surface of Rail Ft. In.
Bridges—					Overhead Highway Crossings—		
Stone.....	22	4,361	24	764	Bridges.....		
Iron.....	9	801	44	186	Conduits.....		
Wooden.....					Trestles.....		
Combination.....					Total.....	10	21
Total.....	31	5,162			Overhead Railway Crossings—		
					Bridges.....		
					Conduits.....		
					Trestles.....		
					Total.....	1	22
Trestles.....	159	30,134	12	2,446	Tunnels.....		
Tunnels.....							

Gauge of track, 4 feet 8½ inches. 449.6 miles.

TELEGRAPH.

A. Owned by Company Making This Report.

Miles of Line	Miles of Wire	Operated by This Co.		Operated by Another Company.		
		Miles of Line	Miles of Wire	Miles of Line	Miles of Wire	Name of Operating Co.
419.50	1,079.73				816.95	Gt. Northern Ry.
					204.84	Western Union Tel. Co.
					57.94	Gt. Northern Ry. jointly with W. U. Tel. Co.

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TAXES AND ASSESSMENTS OF ALL KINDS.

For Reporting Company's Leased and Operated Lines.

The taxes from earnings on traffic over lines owned by this company under the terms of the lease are payable by the Great Northern Ry. Co. and will appear in report by that company.

Great Northern Railway Co.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Great Northern Railway Co.

2. Date of organization? March 1st, 1856.

3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Minnesota. Acts of March 1, 1856; February 23, 1857; February 28, 1865; March 5, 1869; March 6, 1869; March 2, 1860; March 1, 1879; March 7, 1881; March 10, 1865.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
R. I. Farrington	St. Paul, Minn.....	October 11, 1903
E. Sawyer	St. Paul, Minn.....	October 11, 1903
M. D. Grover	St. Paul, Minn.....	October 11, 1903
James N. Hill	St. Paul, Minn.....	October 10, 1904
Henry W. Cannon	New York City, N. Y.	October 10, 1904
William B. Dean	St. Paul, Minn.....	October 10, 1904
James J. Hill	St. Paul, Minn.....	October 9, 1905
Frederick Weyerhaeuser ..	St. Paul, Minn.....	October 9, 1905
Louis W. Hill	St. Paul, Minn.....	October 9, 1905

Total number of stockholders at date of last election? 704.

Date of last meeting of stockholders for election of directors? October 9th, 1902.

Give post-office address of general office? St. Paul, Minn.

Give post-office address of operating office? St. Paul, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? John G. Drew, Comptroller, St. Paul, Minn.

(Page 7.)

OFFICERS.

Title.	Name.	Location of Office.
President	James J. Hill.....	St. Paul, Minn.
Vice-President	James N. Hill.....	St. Paul, Minn.
Second vice-president	R. I. Farrington.....	St. Paul, Minn.
Third vice-president	E. T. Nichols.....	New York, N. Y.
Fourth Vice-President	J. W. Blabon.....	St. Paul, Minn.
Secretary and Assistant		
Treasurer	E. T. Nichols.....	New York City
Treasurer and Assistant		
Secretary	Edward Sawyer.....	St. Paul, Minn.
General solicitor	R. A. Wilkinson.....	St. Paul, Minn.
General Counsel	M. D. Grover.....	St. Paul, Minn.
Comptroller	John G. Drew.....	St. Paul, Minn.
Auditor	G. R. Martin.....	St. Paul, Minn.
General manager	F. E. Ward.....	St. Paul, Minn.
Chief engineer.....	A. H. Hogeland.....	St. Paul, Minn.
General superintendent	G. T. Slade.....	St. Paul, Minn.
Asst. gen'l. superintendents.	E. L. Brown, eastern district.....	St. Paul, Minn.
	H. A. Kennedy, western district....	Spokane, Wash.
	D. M. Philbin, lake district.....	Superior, Wis.
Division superintendents...	J. M. Davis.....	Superior, Wis.
	P. L. Clarity.....	Minneapolis, Minn.
	R. W. Bryan.....	Melrose, Minn.
	L. W. Bowen.....	Willmar, Minn.
	J. L. Forepaugh..	Breckenridge, Minn.
	C. H. Jenks.....	Grand Forks, N. D.
	J. C. Howard.....	Larimore, N. D.
	J. H. O'Neill.....	Havre, Mont.
	E. A. Long.....	Kalispell, Mont.
	Jas. E. Hood.....	Spokane, Wash.
	W. D. Scott.....	Everett, Wash.
Superintendent of telegraph.	E. J. Little.....	St. Paul, Minn.
Traffic manager	Francis B. Clarke.....	St. Paul, Minn.
Asst. traffic manager.....	J. C. Eden.....	Seattle, Wash.
General freight agent.....	W. W. Broughton....	St. Paul, Minn.
Asst. gen'l. freight agents...	F. H. Fogarty.....	St. Paul, Minn.
	A. Grey.....	Butte, Mont.
General passenger agent....	F. I. Whitney.....	St. Paul, Minn.
Asst. general passenger agent.	C. E. Stone.....	St. Paul, Minn.
General ticket agent.....	F. I. Whitney	St. Paul, Minn.
General baggage agent	S. A. Smart.....	St. Paul, Minn.
Land commissioner	C. H. Babcock.....	St. Paul, Minn.

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PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad, the Operations of which are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a Main line.
 - b Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon the earnings or other considerations.
5. Line operated under Trackage Rights.

NAME—	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
3. St. Paul, Minneapolis & Manitoba Ry.....	St. Paul	Canadian Line via Barnesville	392.68	
	State Fair Grounds Branch.....	Millaca	31.54	
	Elk River	St. Cloud, including North Y.	31.30	
	Osseo Junction	Hinckley	63.33	
	Willmar Junction	Sauk Rapids	122.06	
	East St. Cloud		2.13	
	North St. Cloud Branch.....	Park Rapids	2.53	
	Sauk Centre	Vermouth	90.96	
	Evansville	Pelican Rapids	32.03	
	Fergus Falls	St. Hilaire	21.95	
	Shirley	Thief River Falls.....	17.72	
	Red Lake Falls.....	North Dakota state line.....	206.79	
	Minneapolis Junction	Hopkins	3.44	
	Hutchinson Junction	Hutchinson	43.31	
	Spring Park Junction	South Dakota line.....	46.92	
	Benson	Browns Valley	46.63	
	Morris	North Dakota line.....	9.18	
	Vermouth	Moorhead	36.89	
	North Dakota Line.....	Carman	66.59	
	Moorhead Junction	North Dakota line.....	22.79	
	Barnesville Junction	Fosston	46.06	
	Carman	North Dakota line.....	23.54	
	Crookston			
			1,346.91	

PROPERTY OPERATED—STATE OF MINNESOTA—Continued.

NAME—	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
Eastern Ry of Minnesota.....	Coon Creek Junction.....	Wisconsin line	112.01	.....
	In Duluth .....	.....	.38	.....
	Kettle River Branch .....	.....	2.61	.....
	Wisconsin Line	Fosston, including cut-off	202.02	.....
	Swan River	Barclay Junction	32.56	.....
	Hibbing	Virginia	18.78	.....
	Brookston	Ellis	46.49	.....
	Clarke Mine	Spur .....	.61	.....
	Stevenson Mine	Spur	3.31	.....
	Crofton Mine	Spur	1.38	.....
	Kennedy-Hawkins	Mine Branch	10.64	.....
	Jordan Mine	Spur	1.10	.....
	Kennedy Mine	Spur	1.41	.....
	Park Rapids	Cass Lake	49.04	.....
Park Rapids & Leech Lake Ry.....				1,832.26
5. Duluth Terminal Ry.....	In Duluth .....	.....	1.82	.....
Minneapolis Union Ry.....	In Minneapolis .....	.....	2.63	.....
Total				4.45
				1,836.70

*Deduct.

PROPERTY OPERATED.

(Page 9.) •

2. Seattle & Montana R. R.	Seattle, Wash.	New Westminster, B. C.	144.88	
	Anacortes, Wash.	Rockport, Wash.	54.42	
	Sedro, Wash.	Coal Mines, Wash.	3.82	
	Belleville, Wash.	Samish Lake, Wash.	11.38	214.50
3. St. Paul, Minneapolis & Manitoba Ry.	St. Paul, Minn.	Canadian Line, via Barnesville.	392.68	
	State Fair Grounds.	Spur	64	
	Elk River, Minn.	Milaca, Minn.	31.80	
	Osseo Junction, Minn.	St. Cloud Jct., including No. Y	63.33	
	Willmar Junction, Minn.	Hinckley, Minn.	122.08	
	East, St. Cloud, Minn.	Sauk Rapids, Minn.	2.13	
	North, St. Cloud Branch, Minn.		2.53	
	Sauk Centre, Minn.	Park Rapids, Minn.	90.96	
	Evansville, Minn.	Yamouth, Minn.	32.03	
	Fergus Falls, Minn.	Pelican Rapids, Minn.	21.65	
	Shirley, Minn.	St. Hilaire, Minn.	21.55	
	Red Lake Falls, Minn.	Thief River Falls, Minn.	17.72	
	Minneapolis Junction, Minn.	Larimore, N. D., via Portland	340.24	
	Hutchinson Junction, Minn.	Hopkins, Minn.	3.44	
	Spring Park Jct., Minn.	Hutchinson, Minn.	43.91	
	Denson, Minn.	Watertown, S. D.	91.62	
	Morris, Minn.	Browns Valley, Minn.	46.68	
	Yamouth, Minn.	Ellendale, N. D.	104.32	
	Rutland, N. D.	Aberdeen, S. D.	64.00	
	Wahpeton, N. D.	Moorhead, Minn.	42.91	
	Moorhead Junction, Minn.	Carman, Minn.	66.59	
	Addison West Line, N. D.		11.78	
	Cassleton Junction, N. D.	Portland, N. D., via Mayville	47.03	
	Ripan, N. D.	Aneta, N. D.	57.57	
	Barnesville Junction, Minn.	Grand Forks, N. D.	98.14	
	Halstad, Minn.	Alton, N. D.	8.50	
	Grand Forks, N. D.	Boundary Line, N. D.	80.94	
	Grafton, N. D.	Walhalla, N. D.	47.84	
	Carman, Minn.	Fosston, Minn.	46.08	
	Crookston, Minn.	So. Side Swan River, Mont.	786.21	
	Park River, N. D.	Hannah, N. D.	94.94	
	Rugby Junction, N. D.	Bottineau, N. D.	38.70	
	Churchs Ferry, N. D.	St. Johns, N. D.	55.21	
	Johnstown Junction, Mont.	Junction with Sand Coulee		
	West Side branch from Great	Branch	3.10	
	Falls, Mont.	Everett, Wash.	5.04	
	Pacific Junction, Mont.		817.95	
Total St., M. & M. Ry.			3,801.84	

PROPERTY OPERATED—Continued.

NAME—	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
Eastern Ry. of Minn.	Coon Creek Junction, Minn.	Superior, Wis.	134.11	.....
	In Duluth, Minn.		2.83	.....
	Kettle River branch.....	Fosston, Minn., including cut-off	2.61	.....
	Nemadji Junction, Wis.	Barclay Junction, Minn.	212.38	.....
	Swan River, Minn.	Virginia, Minn.	32.56	.....
	Hedburg, Minn.	Ellis, Minn.	18.78	.....
	Brookston, Minn.		46.49	.....
	Clark Mine Spur, Minn. ....		.61	.....
	Stevenson Mine Spur, Minn.		3.31	.....
	Croston Mine Spur, Minn.		1.33	.....
	Kenney-Hawkins Mine Branch, Minn. ....			.....
	Jordon Mine Spur.		10.64	.....
	Kinney Mine Spur.		1.10	.....
	Connection with D., S. & W.	T. Co. at Saunders.	1.41	.....
			.06	.....
			465.81	.....
Duluth, Superior & Western Ter. Co.	Saunders, Wis.	Crossing C., St. P., M. & O.	5.28	.....
Dakota & Great Northern Ry.	Bottineau, N. D.	Souris, N. D.	40.44	.....
	Lakota, N. D.	Edmore, N. D.	49.04	.....
Park Rapids & Leach Lake Ry.	Park Rapids, Minn.	Cass Lake, Minn.	4,362.41	.....
4. Montana & Great Northern Ry.	Jennings, Mont.	International Boundary	50.98	.....
Crow Nest Southern Ry.	Great Falls, Mont.	International Boundary	134.41	.....
	International Boundary	Morrissey, B. C.	48.15	.....
5. Duluth Terminal Ry. Co.	In Duluth.		1.82	.....
Minneapolis Union Ry.	In Minneapolis		2.83	.....
Total mileage operated				4,814.90

(Page 11.)

PROPERTY OPERATED—Continued.

Name of all Coal, Bridge, Canal, or other Properties, the Earnings and Expenses of which affect the General Balance Sheet—Pages 49 and 51.

Name.	Character of Business.	Title, Owned, Leased etc.	State or Territory.
Elevator B.....	Handling grain in transit over lines operated by this Co.....	Owned	Minnesota.
Elevator 1.....	Handling grain in transit over lines operated by this Co.....	Owned	Minnesota.
Elevators A. & X. } S. {	Handling grain in transit over lines operated by this Co.....	Leased.....	Wisconsin.

(Page 13.)

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

(For Roads not Making Operating Reports.)

Name of Railroad the Income of which from Lease, or from other Assignment for Operation, is Included in the Income Account—Page 33.

NAME—	Terminals	By What Company Operated	Under What Kind of Contract Operated	Miles of Line
Eastern Ry. Co. of Minnesota.....	Swan River, Minn., to Mississippi, Minn..... Barclay Jct., Minn., to Dewey Lake, Minn.....	Swan River Logging Co..... Swan River Logging Co.....	Lease..... Lease.....	6.24 10.12
Total Mileage...				16.36

(Page 17.)

CAPITAL STOCK.

DESCRIPTION—	Number of Shares Authorized	Par Value of Shares	Total Par Value Authorized	Total Am't Issued and Outstanding	Dividends Declared During Year	
					Rate Per Cent	Amount
Capital stock.....	1,250,000	\$100.00	\$125,000,000	\$123,996,750	7	\$8,673,973.00
Total.....	1,250,000	\$100.00	\$125,000,000	\$123,996,750		\$8,673,973.00

MANNER OF PAYMENT FOR CAPITAL STOCK.

	Number of Shares Issued during year.	Cash Realized on Amount Issued during Year	Total No. Shares Issued and Outstanding.	Total Cash Realized.
Issued for all cash.....	1,400	\$140,000.00	*785,600	\$78,560,000.00
Issued in exchange for 30 shares St. P., M. & M. Railway Co. stock.....	87½		†244,367½	
Issued for reorganization.....				
Issued for one-half cash and one-half properties and securities transferred to this company by the St. P., M. & M. Ry. Co., as explained in reports of former years.....			200,000	\$10,000,000.00
Total.....	1,487½	\$140,000.00	1,239,967½	\$88,560,000.00

*Cash. †For 195,494 shares of St. P., M. & M. Ry. Co. stock.

†And \$10,000,000 properties and securities.

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EXPLANATORY REMARKS.

Dividends have been paid during the year as follows:

August 1, 1902, 1½ per cent on \$123,852,900.....	\$2,167,425.75
Nov. 1, 1902, 1½ per cent on 123,895,500.....	2,168,171.25
Feby. 1, 1902, 1½ per cent on 123,930,500.....	2,168,783.75
May 1, 1902, 1½ per cent on 123,976,700.....	2,169,592.25
Total.....	\$8,673,973.00

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FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

CLASS OF BOND OR OBLIGATION.	TIME		Amount of Authorized Issue	Amount Issued	Amount Outstanding	Cash Realized on Amount Issued	INTEREST			
	Date of Issue	When Due					Rate Pr Ct. Payable	When Payable	Amt. Accrued During Year	Amount Paid During Year
Northern Pacific-Great Northern Joint C. B. & Q. collateral trust bonds.....	July 1 1901	July 1 1921	\$22,400,000 }	\$215,180,000.00	\$215,180,000.00	(Issued in Exchange for C. B. & Q. Stock	4	On Co's Bonds July 1 Jan. 1	-	
G't Northern Ry Co's proportion ¼					\$107,580,000.00		4	On Registered Bonds July 1 Oct. 1 Jan. 1 April 1	Interest paid by C. & Q. Ry. Co.	
Total miscellaneous obligations...					\$107,580,000.00					
Grand total.....					\$107,580,000.00					

RECAPITULATION OF FUNDED DEBT.

(Page 23.)

CLASS OF DEBT—	Amount Issued	Amount Outstanding	INTEREST	
			Amount Accrued during Year	Amount Paid during Year
Mortgage bonds—Page 19				
Miscellaneous obligations—page 19				
Income bonds—page 19				
Equipment trust obligations—page 21				
Total	\$107,590,000.00	\$107,590,000.00	Interest paid by C. B. & Q. Ry. Co.	
	\$107,590,000.00	\$107,590,000.00		

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1903.	
Cash	\$5,407,790.98	Receiver's certificates	\$8,450,000.00
Bills receivable	1,989,488.27	Loans and bills payable	1,503,808.24
Due from agents	1,963,273.54	Audited vouchers and accounts	1,562,857.15
Due from solvent companies and individuals	2,689,214.13	Wages and salaries	744,082.50
Net traffic balances due from other companies		Net traffic balances due to other companies	
Other cash assets (excluding "Materials and Supplies")		Dividends not called for	
		Matured interest coupons unpaid (inc. coupons due July 1)	
		Remits due July 1	1,165,074.11
		Miscellaneous	
Total—Cash and current assets	\$12,123,153.92	Total—Current liabilities	\$11,424,902.00
Balance—Current liabilities		Balance—Cash assets	698,351.92
Total	\$12,123,153.92	Total	\$12,123,153.92

*Materials and supplies on hand, \$2,623,246.37

(See General Balance Sheet—page 49.)

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RECAPITULATION.

A. For Mileage owned by Road making this Report.

ACCOUNT	Total Amount Outstanding	APPORTIONMENT		AMOUNT PER MILE OF LINE	
		To Railroads	To Other Properties	Miles	Amount
Capital stock—page 17	\$123,998,750.00	.....	\$123,998,750.00	.....	.....
Bonds—page 19 ("Grand Total")	107,590,000.00	.....	107,590,000.00	.....	.....
Equipment trust obligations—page 21 .....	.....	.....	.....	.....	.....
Total	\$231,588,750.00	.....	\$231,588,750.00	.....	.....

(Page 27.) COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM—	Expenditures During Year			Total Cost of Additions and Improvements made by the G. N. Ry. to Property Leased from St. P. M. & M. Ry. and Paid for from "Fund" for Permanent Improvements and Renewals	Cost Per Mile
	Not Included in Operating Expenses		Charged to Fund for Permanent Improvements and Renewals		
	Included in Operating Expenses	Charged to Construction or Equipment			
CONSTRUCTION :					
Engineering		\$6,811.49		\$19,087.59	\$25,399.08
Right of way and station grounds		24,544.89		45,544.82	70,139.51
Grading		4,707.17		9,883.21	14,590.38
Tunnels		133,855.80		370,104.04	503,959.84
Bridges, trestles, and culverts				1,950,000.00	1,950,000.00
Flags		310,275.28		285,815.25	575,890.53
Rails		18,250.52		58,352.43	76,602.95
Track fastenings		105,176.85		429,328.68	624,505.03
Frogs and switches		61,434.70		148,413.29	204,847.99
Ballast		27,086.41		67,148.89	105,129.80
Track laying and surfacing		97,204.99		238,248.42	285,453.41
Fencing right of way		43,601.38		80,808.43	124,407.70
Crossings, cattle guards, and signs		22,230.48		48,750.28	65,980.04
Interlocking or signal apparatus		1,588.50		3,728.28	4,316.78
Telegraph lines		15,257.66		2,784.64	12,473.02
Station buildings and fixtures		486.92			486.92
Shops, roundhouse, and turntables		48,084.86		68,329.50	114,414.36
Shop machinery and tools		450,588.88		208,066.66	658,655.54
Water stations		258,900.88		95,905.71	354,806.59
Train stations		125,780.19		48,721.00	174,501.19
Fuel stations		7,287.34		24,898.50	17,760.17
Grain elevators				1,643.89	1,643.89
Storage warehouses, coal bunkers and stock yds.					
Docks and wharves		2,077.47		2,077.47	2,077.47
Electric light plants		12.87		948.13	948.13
Gas-making plants					12.87
Miscellaneous structures		15,282.22		1,503.48	13,728.74
Elevating tracks, City of Chicago		60,388.90		91,682.70	151,966.60
Legal expenses					
Interest and discount					
General expenses				90.59	90.59
Total construction		\$1,852,495.91		\$4,248,188.16	\$6,100,634.07

(Page 29.)

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS—Continued.

ITEM—	Expended During Year and Charged to Cost of Equipment	Total Cost of Equipment, June 30, 1902	Total Cost of Equipment, June 30, 1903	Expended During the Year and Charged to Fund for Per- manent Im- provements and Renewals	Total Cost of Additions and Improvements made by the G. N. Ry. to Property leased from St. P. M. & M. Ry. and paid for from "Fund" for Permanent Improvements and Renewals	
					June 30, 1902	June 30, 1903
EQUIPMENT:						
Locomotives	\$589,986.37	\$2,539,430.00	\$3,079,416.37	\$7,147.81	\$162,324.32	\$169,473.13
Passenger cars	158,172.88	423,060.28	580,238.11		*14,000.00	*17,386.23
Sleeping parlor, and dining cars	306,130.97	623,238.55	939,369.52	\$3,836.28		5,237.82
Baggage, express, and postal cars	66,197.57	164,749.74	280,947.31	5,237.82		
Combination cars						
Freight cars	1,715,197.54	4,116,616.66	5,831,814.20	*1,796.71	3,835.57	2,098.86
Others cars of all classes	68,263.63	658,611.49	726,875.12	1,344.23	13,248.12	15,092.35
Floating equipment						
Total equipment	\$2,853,948.96	\$8,524,706.67	\$11,378,655.63	\$9,156.92	\$165,408.01	\$174,564.93
Total construction—page 27				1,852,495.91	4,248,188.16	6,100,684.07
Grand total cost construction, equipment, etc	\$2,853,948.96	\$8,524,706.67	\$11,378,655.63	\$1,861,652.83	\$4,413,546.17	\$6,275,199.00
Total cost construction, equipment, etc.— State of Minnesota				\$821,084.49	Cannot	State

*Deduct.

Does the absence of any entry under the heading "Included in Operating Expenses" (page 27 or 29) mean that no expenditures for permanent improvements or betterments have been charged to Operating Expense Accounts? No.

The cost of a great many items of permanent improvements and betterments is charged to operating expenses but no attempt is made to separate in our accounts the cost of such items from cost of ordinary maintenance and renewals.

(Page 31.)

INCOME ACCOUNT.

For Roads Making Operating Reports.

Gross earnings from operation—page 35.....	\$37,088,092.37	
Less operating expenses—page 45.....	17,658,792.35	
Income from operation		\$19,429,300.02
Dividends on stocks owned—page 37.....	\$1,118,126.50	
Interest on bonds owned—page 39.....	134,010.74	
Miscellaneous income—less expenses—page 41.....	464,984.37	
Income from other sources		\$1,712,121.61
Total income		\$21,146,421.63
Deductions from income:		
Rents paid for lease of road—page 47, A.....	\$3,992,737.86	
Taxes—page 79, A.....	1,845,076.25	
Other deductions—Fund for permanent improvements and renewals.....	3,000,000.00	
Total deductions from income		\$8,837,814.11
Net income		\$12,308,607.52
Dividends, 7 per cent, stock—page 17.....	\$8,673,973.00	
Total		\$8,673,973.00
Surplus from operations of year ending June 30, 1903..		\$4,134,634.52
Surplus on June 30, 1902 (from "General Balance Sheet," 1902 report).....		7,440,230.85
Surplus on June 30, 1903 (For entry on "General Balance Sheet," page 51)		\$11,574,865.37

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

(Page 35.)

ITEM—	Gross Earnings from Business Originating and Terminating in State of Minnesota	Deductions Account of Repayments Etc.	Actual Earnings	Gross Earnings from Interstate Business Accruing to State of Minnesota, Divided on Straight Mileage Basis	Deductions Account of Repayments Etc.	Actual Earnings	Total Gross Earnings, Including Local and Interstate Business Accruing to State of Minnesota
PASSENGER—							
Passenger revenue
Less repayments—							
Tickets redeemed
Excess fares refunded
Total deductions
Total passenger revenue
Mail
Express
Extra baggage and storage
Other items
Total passenger earnings
FREIGHT—							
Freight revenue
Less repayments—							
Overcharge to shippers
Other repayments
Total deductions
Total freight revenue
Other items
Total freight earnings
Total passenger and freight earnings
OTHER EARNINGS FROM OPERATION—							
Switching charges
Car Mileage—Balance
Telegraph Companies
Rents from tracks, yards, and terminals—page 41
Rents not otherwise provided for
Total other earnings
Total gross earnings from operation—Minnesota
Total gross earnings from operation—Entire line

15 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 37.)

STOCKS OWNED.

A. Railway Stocks.

NAME—	Total Par Value.	Rate, Per Ct.	Income or Dividend Received.	Valuation.
Eastern Ry. of Minnesota.....	\$5,000,000.00	*		\$5,000,000.00
Montana Central Ry. Co.	5,000,000.00	9	\$450,000.00	5,000,000.00
Willmar & Sioux Falls Ry. Co.	1,500,000.00	4	60,000.00	1,500,000.00
Duluth, Watertown & Pacific Ry. Co.	730,000.00			730,000.00
Minneapolis Union Ry. Co.	500,000.00	10	50,000.00	500,000.00
St. Paul Union Depot Co.	43,750.00	4	1,750.00	43,750.00
Minnesota Transfer Ry. Co.	7,000.00			7,000.00
Lake Superior Terminal & Transfer Co....	15,700.00			15,700.00
(See note 1, page 36.)	\$12,796,450.00			\$12,796,450.00
Minneapolis Western Ry. Co.	\$250,000.00			\$250,000.00
Great Northern Ry. Co.	1,200.00	7	84.00	1,442.72
Butte, Anaconda & Pacific Ry. Co.	490,000.00	6	29,400.00	490,000.00
Seattle & Montana R. R. Co.	13,999,555.00			11,499,640.00
St. Paul, Minneapolis & Manitoba Ry. Co.	19,549,400.00	*		24,438,750.00
Eastern Railway of Minnesota.....	11,000,000.00	*		10,000,000.00
Willmar & Sioux Falls Ry.	5,500,000.00	4	220,000.00	5,500,000.00
Park Rapids & Leach Lake Ry. Co.	500,000.00	7	35,000.00	500,000.00
Kootenay Ry. & Navigation Co., Ltd.	\$716,859.10			1,145,136.18
Spokane Falls & Northern Ry. System Securities	\$9,144,900.00		262,860.00	6,731,500.57
C., B. & Q. R. R. stock (half interest)....	107,577,200.00			109,091,309.76
St. Paul Union Depot Co.	58,250.00			56,250.00
Total			\$1,109,094.00	\$107,702,119.23

*See note 2, page 36.

B. Other Stocks.

Northern Steamship Co.	\$1,500,000.00			\$1,500,000.00
Climax Coal Co.	149,000.00			149,000.00
Fort Benton Bridge Co.	5,800.00			5,800.00
(See note 1, page 36.)	\$1,654,800.00			\$1,654,800.00
John O'Brien Lumber Co.	\$65,000.00			\$65,000.00
Duluth-Superior Bridge Co.	200,000.00			200,000.00
Duluth Terminal			\$3,000.00	
Great Northern Ry. stock sold.....			1,032.50	
Total			\$4,032.50	\$265,000.00
Grand Total—A and B.....			\$1,113,126.50	\$170,967,119.23

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EXPLANATORY REMARKS.

Note 1. The following stocks shown on page 37 were acquired from the St. P., M. & M. Ry. as subscription to the Capital Stock of this Company, same being for the benefit of St. P., M. & M. Ry. stockholders:

Railway stocks	\$12,796,450.00
Other stocks	1,654,800.00

Note 2. Dividends received on stock of the St. P., M. & M. Ry. Co. and Eastern Ry. Co. of Minnesota are deducted from rental payable under leases from those companies. See page 47.

(Page 39.)

BONDS OWNED.

A. Railway Bonds.

NAME—	Total Par Value	Rate Per Ct.	Income or Interest Received.	Valuation.
Duluth, Watertown & Pacific Ry. Co.....	\$1,375,000.00	.....	.....	\$1,375,000 00
Minnesota Transfer Ry. Co.	109,000.00	Net	\$545.74	109,000.00
	\$1,484,000.00			\$1,484,000.00
St. P., M. & M. Ry., Pacific extension....	\$3,000,000 00	.....	.....	\$15,000,000 00
Butte, Anaconda & Pacific Ry. Co.....	\$1,000,000.00	5	\$50,000.00	900,000.00
Minnesota Transfer Ry. Co.....	19,000.00	Net	95.00	19,000.00
Willmar & Sioux Falls Ry. Co.	21,000.00	5	1,050 00	21,000.00
Park Rapids & Leach Lake Ry. Co.	500,000 00	5	25 000 00	500,000.00
Duluth, Superior & Western Terminal Co.	500,000 00	4	20,000.00	500,000.00
St. P., M. & M. Ry., improvements.....	5,000 000 00	.....	.....	5,000,000.00
Duluth Terminal Ry. Co.			10,500.00	.....
Total			\$107,190.74	\$21,940,000 00

B. Other Bonds.

Town of Hutchinson.....	\$2 000.00	6	\$120.00	\$2,000.00
Town of Minnesota Falls.....	2,000.00	6	120.00	2,000.00
Town of Sandness.....	2,000.00	6	120 00	2,000.00
(See note page 38.)	\$6,000.00			\$6,000.00
Duluth-Superior Bridge Co.	\$939,000.00	.....	\$28,250.00	\$939,000.00
Interest on bonds redeemed—				
Town of Wadena.....			\$90.00	.....
Town of Leaf River.....			60.00	.....
Town of Hutchinson.....			60.00
Total			\$28,820.00	\$939,000.00
Grand total—A and B.....			\$134,010.74	\$22,879,000 00

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EXPLANATORY REMARKS.

The following bonds shown on page 39 were acquired from the St. P., M. & M. Ry. as subscription to the Capital Stock of this Company, same being for the benefit of St. P., M. & M. Ry. stockholders:

Railway bonds \$1,484,000
Other bonds 6,000

15 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 41.)

RENTALS RECEIVED.

Rents Received from Lease of Tracks, Yards, and Terminals.

Designation of Property	Situation of Property	Company Using Property	Item	Totals
Tracks	Troy & Spokane.....	Kootenay Valley Ry	604.00	
	Troy & Kalispell.....	Mont. & Gt. N. Ry.	320.30	
	Cloverdale to Browns-ville	Vict. Ter. Ry. & Ferry Co.	550.00	
	Kalispell & Jennings.....	Crow's Nest So. Ry.	1,223.00	
	Sandness to Lindsay Pit	Duluth, Superior & West. Ter. Co....	585.00	
	Hibbing branch	Swan River Logging Co.	7,820.50	
	Swinton to Elko, Troy, etc.	Crow's Nest Pass Coal Co.	348.26	
Total				11,451.06
Yards and facilities	Willmar	W. & S. F. Ry.....	\$4,800.00	
	Hillyard & Spokane.....	S. F. & N. Ry.....	12,393.27	
Total				\$17,193.27
Terminals	St. Paul & Mpls. Jct... ..	C. B. & N. Ry....	\$20,401.35	
	St. Paul, Minn.....	Mont. Central Ry..	3,241.68	
		W. & S. F. Ry.....	1,633.08	
	St. Anthony Park	Minn. Transfer Ry.	331.05	
	Minneapolis, Minn.	Mpls. Union Ry....	602.84	
	St. Paul, Minn.	Coal Companies ..	5,530.01	
	Superior, Wis.	L. S. T. & T. Co..	29.03	
Docks	Superior, Wis.	Coal Companies ..	15,024.60	
	Superior, Wis.	Duluth, Superior & Western Ter. Co.	162.68	
	Great Falls, Mont.	Mont. Central Ry..	3,600.00	
	Seattle, Wash.	G. N. Elevator Co.	4,009.91	
Total				\$54,616.23
Grand total				\$83,260.56

MISCELLANEOUS INCOME.

ITEM—	Gross Income	Less Expenses	Net Miscellaneous Income
Rent of leased lines.....			\$114,384.91
Bills receivable—Land notes.....			1,491.04
Rental of equipment and car service.....			190,003.41
Profit on securities sold.....			74,033.83
Miscellaneous			85,071.08
Total			\$464,984.37

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OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

Repairs of Roadway	\$2,880,534.08
Renewals of rails	121,884.14
Renewals of ties	495,744.40
Repairs and Renewals of Bridges and Culverts	594,088.32
Repairs and Renewals of Fences, Road Crossings, Signs and Cattle Guards	49,372.07
Repairs and Renewals of Buildings and Fixtures	372,933.30
Repairs and Renewals of Docks and Wharves	10,759.92
Repairs and Renewals of Telegraph	40,293.75
Stationery and Printing	5,297.95
Total	\$4,540,857.88

MAINTENANCE OF EQUIPMENT.

Superintendence	52,264.06
Repairs and Renewals of Locomotives	1,283,297.84
Repairs and Renewals of Passenger Cars	428,813.81
Repairs and Renewals of Freight Cars	904,967.90
Repairs and Renewals of Work Cars	121,237.95
Repairs and Renewals of Shop Machinery and Tools	39,868.09
Stationery and Printing	8,225.17
Other Expenses	24,977.87
Total	\$2,858,652.69

CONDUCTING TRANSPORTATION.

Superintendence	348,990.78
Engine and Roundhouse Men	1,488,556.97
Fuel for Locomotives	3,133,087.89
Water Supply for Locomotives	84,709.55
Oil, Tallow, and Waste for Locomotives	69,110.86
Other supplies for locomotives	39,800.11
Train Service	998,683.41
Train Supplies and Expenses	262,793.29
Switchmen, flagmen, and watchmen	450,045.89
Telegraph Expenses	347,979.11
Station Service	800,418.83
Station Supplies	62,882.32
Switching charges	68,510.88
Car Mileage—Balance	82,529.47
Hire of Equipment—Balance	3,965.40
Loss and Damage	246,358.31
Injuries to persons	276,175.51
Clearing Wrecks	68,837.56
Advertising	62,480.06
Outside agencies	300,225.49
Commissions	6,880.51
Rents for tracks, yards, and terminals—page 47, B	277,742.72
Rents of buildings and other property	6,028.69
Stationery and Printing	65,751.56
Other expenses	35,105.05
Total	\$9,538,249.72

GENERAL EXPENSES.

Salaries of General Officers	137,991.05
Salaries of Clerks and Attendants	256,698.02
General Office Expenses and Supplies	59,105.67
Insurance	82,792.97
Law Expenses	77,800.03
Stationery and Printing (General Officers)	37,747.08
Other expenses	63,831.29
Total	\$716,032.06

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OPERATING EXPENSES—Continued.

RECAPITULATION OF EXPENSES.

Maintenance of Way and Structures	4,540,857.88
Maintenance of Equipment	2,858,652.69
Conducting Transportation	9,538,249.72
General Expenses	716,082.06
Grand Total	<u>\$17,653,792.35</u>
Percentage of Expenses to Earnings—Entire Line	47.59

OPERATING EXPENSES—STATE OF MINNESOTA.

Maintenance of Way and Structures	\$1,425,510.17
Maintenance of Equipment	1,146,693.11
Conducting Transportation	3,988,660.58
General Expenses	812,210.51
Total	<u>\$6,873,074.32</u>
Percentage of expenses to earnings—Minnesota, see note page 44.....	37.79

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EXPLANATORY REMARKS.

Note. The "Percentage of Expenses to Earnings, Minnesota," shown on the opposite page, is not correct on account of the use of an erroneous basis in apportioning the earnings from interstate traffic, as explained on page 35.

(Page 47.)

RENTALS PAID.

A. Rents Paid for Lease of Road.

NAME OF ROAD—	Interest on Bonds Guaranteed.	Dividends on Stock Guaranteed.	Cash	Total
St. Paul, Minneapolis & Manitoba Railway.....	\$3,490,463.18	\$1,200,000.00	\$6,047.72	\$4,696,510.90
Northern Pacific Railway.....	.....	.....	600.00	600.00
Park Rapids & Leach Lake Railway.....	.....	.....	61,878.80	61,878.80
Duluth, Superior & Western Terminal Co. ....	.....	.....	1,666.66	1,666.66
Eastern Railway of Minnesota.....	435,000.00	960,000.00	.....	1,395,000.00
Less dividends accruing on Eastern Railway of Minnesota stock owned by this company....	\$3,895,463.18	\$2,160,000.00	\$70,193.18	\$6,125,656.36
Less amounts received by this company as dividends paid and accruing on stock of St. P., M. & M. Railway, obtained in exchange for G. N. Railway stock.....	.....	1,172,919.00	.....	960,000.00
Total rents—A	\$3,895,463.18	27,081.00	70,193.18	1,172,919.00
				\$3,992,737.36

RENTALS PAID —Continued.

B. Rents Paid for Lease of Tracks, Yards, and Terminals.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item	Total
Tracks	Lowell & Everett Junction.....	Northern Pacific Railway.....	\$5,195.27	.....
	Everett & Great Northern Junction.....	Northern Pacific Railway.....	22.00	.....
	Seattle & Interbay.....	Spokane Falls & Northern Railway.....	1,988.80	.....
	Spokane & Hilliard.....	Northern Pacific Railway.....	14,030.20	.....
	St. Louis River Bridge.....	Duluth Terminal Railway.....	35,142.05	.....
	In Duluth .....	.....	.....	.....
Total .....	.....	.....	.....	\$57,373.32
Yards	Spokane, Wash.	Oregon Railway & Navigation Co.	1,457.23	.....
Total .....	.....	.....	.....	\$1,457.23
Terminals	St. Paul Minn.	St. Paul Union Depot Co.	\$23,215.56	.....
	Minnesota Transfer	Minnesota Transfer Co.	84,447.81	.....
	Minneapolis	Minneapolis Union Railway.....	81,079.61	.....
	Duluth	Duluth Union Depot Co.	16,544.85	.....
	Superior, Wis.	L. S. T. & T. Railway.....	3,152.34	.....
	Seattle, Wash.	Northern Pacific Railway.....	4,467.00	.....
Total .....	.....	.....	.....	\$218,907.17
Grand total rents—B.....	.....	.....	.....	\$271,742.72

COMPARATIVE GENERAL BALANCE SHEET.

(Page 40.)

JUNE 30, 1902		ASSETS—		JUNE 30, 1903		YEAR ENDING JUNE 30, 1903	
Item	Total			Item	Total	Increase	Decrease
\$14,391,002.25		Cost of properties and securities.....		\$14,179,565.13			\$11,437.12
8,524,706.67		Cost of equipment—page 29.....		11,378,655.03		\$2,853,948.96	
169,765,521.57		Stocks owned—page 37.....		170,967,119.23		1,171,597.66	
22,673,400.00		Bonds owned—page 39.....		22,579,000.00		600.00	
2,737,997.18		Other permanent investments.....		1,727,255.40			1,010,741.78
14,589,119.42		Advances account of construction.....		22,866,419.34		8,277,299.92	
\$322,816,747.09		Cost of additions and improvements made by the			\$243,998,014.73		
4,413,546.17		Great Northern Railway to property leased from					
		St. P. M. & M. Railway and paid for from "Fund					
		for Permanent Improvements and Renewals".....					
10,428,273.60		Cash and current assets—page 23.....			6,275,196.00	1,861,652.83	
		Other Assets—			12,123,153.92	1,694,890.32	
		Equipment trusts.....					
2,703,323.00		Materials and supplies.....		2,623,246.57			80,082.43
		Sinking fund.....					
1,130,723.31		Surpluses.....		3,174,061.64		2,043,339.33	
34,239.42		Advances in current account to proprietary com-		50,657.08		16,417.66	
		panies.....					
		Advanced charges.....			5,547,565.29		
		Profit and loss—page 31 (or 33).....					
		Grand total.....			\$238,244,332.94	\$16,717,475.35	
	\$251,538,857.59						

(Page 51.) COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1902		JUNE 30, 1903		YEAR ENDING JUNE 30, 1903	
Item	Total	Item	Total	Increase	Decrease
LIABILITIES—					
Capital stock—page 17	\$123,933,000.00	Capital stock—page 17	\$123,933,750.00	\$143,750.00	
Funded debt—page 23	107,571,200.00	Funded debt—page 23	107,500,000.00	12,800.00	
Current liabilities—page 23	4,481,582.11	Current liabilities—page 23	11,424,802.00	6,993,219.89	
Real estate mortgages		Real estate mortgages			
Accrued interest on funded debt not yet payable		Accrued interest on funded debt not yet payable			
Accrued taxes not yet payable, net	530,855.65	Accrued taxes not yet payable, net			
Accrued rentals not yet payable	270,291.06	Accrued rentals not yet payable	538,430.08	57,535.33	
Cost of additions and improvements made by the	4,413,546.17	Cost of additions and improvements made by the	313,768.00	34,475.00	
G. N. Ry. to property leased from St. P., M. & M.		G. N. Ry. to property leased from St. P., M. & M.			
Improvements and renewals		Improvements and renewals			
Unexpended fund for permanent improvements and	975,518.11	Unexpended fund for permanent improvements and	6,275,199.00	1,891,652.83	
renewals		renewals			
Fund for replacement of equipment	341,399.19	Fund for replacement of equipment	2,113,933.23	1,189,347.17	
Insurance fund	274,108.50	Insurance fund	432,451.39	21,062.20	
Surplus funds of proprietary companies deposited	1,410,146.01	Surplus funds of proprietary companies deposited	236,516.94	24,407.94	
with this company		with this company	3,633,688.08	2,225,540.07	
Profit and loss Page 31 (or 33)	7,440,230.85	Profit and loss Page 31 (or 33)	11,574,865.57	4,134,635.02	
Grand total	\$251,526,837.59	Grand total	\$268,244,352.94	\$16,717,475.35	

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IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

1. St. P., M. & M. Railway, St. Vincent to boundary line, 2.61 miles; Eastern Railway of Minnesota, Kenney-Hawkins mine branch, 10.64 miles; Jordon mine spur, 1.10 miles; Croxton mine spur, 1.38 miles; Kenney mine spur, 1.41 miles.

2. Eastern Railway of Minnesota, change of line at Barclay Junction, .12 miles.

6. Stock issued for cash, \$140,000.00; stock issued for St. P., M. & M. Railway stock, \$3,750.00.

7. Northern Pacific-Great Northern joint C., B. & Q. collateral trust bonds issued, \$25,600; this company's interest one-half.

8. Stock acquired: Half interest in \$12,800 C., B. & Q. stock, against which \$25,600 Northern Pacific-Great Northern joint C., B. & Q. collateral trust bonds were issued; this company's liability on same being one-half, or \$12,800.00; Spokane Falls & Northern Railway Co. stock, \$2,300; St. Paul, Minneapolis & Manitoba Railway Co.'s stock, \$3,000; St. Paul Union Depot Co.'s stock, \$56,250. Stock sold: Great Northern Railway Co.'s stock, \$62,750. Bonds acquired: Minnesota Transfer Railway Co., \$6,000. Bonds sold: Town of Hutchinson (redeemed), \$1,000; Town of Wadena (redeemed), \$3,000; Town of Leaf River (redeemed), \$2,000; Town of Straight River (redeemed), \$1,000.

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing Contracts, Agreements, Arrangements, etc., with other Companies or persons, concerning the Transportation of Freight or Passengers. Give the statement in the following order, viz: 1. Express Companies. 2. Mails. 3. Sleeping, Parlor, or Dining Car Companies. 4. Freight or Transportation Companies or Lines. 5. Other Railroad Companies. 6. Steamboat or Steamship Companies. 7. Telegraph Companies. 8. Telephone Companies. 9. Other Contracts.

1. Contract with the Great Northern Express Co., whereby they do all the express business upon the lines operated by this company. The railway company receives a percentage of gross earnings.

2. Mail routes established by the United States Government in accordance with law.

3. This company operates its own sleeping, parlor and dining cars.

SECURITY FOR FUNDED DEBT—Page 23.

(Page 57.)

CLASS OF BOND OR OBLIGATION—	WHAT ROAD MORTGAGED		Miles	Amount of Mortgage Per Mile of Line	What Equip-ment Mortg'd	What Income Mort- gaged	What Securities Mort- gaged
	From	To					
N. P. G. N. joint C. B. & Q. collateral trust bonds.....	None.....	\$107,580.00 C. B. & A. Capital Stock

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EMPLOYEES AND SALARIES—STATE OF MINNESOTA.

CLASS—	Number	Total No. of Days Worked	Total Yearly Compensation	Average Daily Compensation
General Officers	19	5,701	\$124,566.97	
Other Officers	36	12,591	139,821.38	\$11.11
General Office Clerks	660	228,912	458,433.29	2.00
Station Agents	207	67,232	119,000.52	1.77
Other Station Men	565	146,572	208,132.38	1.42
Enginemen	338	82,968	331,878.96	4.00
Firemen	374	84,889	198,650.27	2.34
Conductors	344	87,288	280,196.44	3.21
Other Trainmen	856	227,963	439,870.06	1.93
Machinists	231	46,191	136,120.11	2.99
Carpenters	97	23,898	58,789.10	2.46
Other Shopmen	1,875	391,137	719,692.38	1.84
Section foremen	332	106,712	156,554.87	1.48
Other Trackmen	4,116	843,602	1,307,583.39	1.55
Switchmen, Flagmen and Watchmen	41	22,235	39,350.77	1.32
Telegraph Operators and Dispatchers	198	53,216	104,303.24	1.96
Employees—Account Floating Equipment				
All other Employees and Laborers	1,187	297,271	627,241.78	2.11
Total (including "General Officers")—				
Minnesota	11,476	2,726,378	\$5,449,180.90	\$2.00
Less "General Officers"	19	5,701	124,566.97	
Total (excluding "General Officers")—				
Minnesota	11,457	2,720,677	\$5,324,613.93	\$1.96
DISTRIBUTION OF ABOVE:				
General Administration	715	247,204	722,821.64	2.92
Maintenance of Way and Structures	4,545	973,212	1,522,827.36	1.56
Maintenance of Equipment	2,106	436,328	854,812.49	1.96
Conducting Transportation	4,110	1,069,634	2,348,719.41	2.20
Total (including "General Officers")—				
Minnesota	11,476	2,726,378	\$5,449,180.90	\$2.00
Less "General Officers"	19	5,701	124,566.97	
Total (excluding "General Officers")—				
Minnesota	11,457	2,720,677	\$5,324,613.93	\$1.96
Total (including "General Officers")—				
Entire Line	26,795	6,135,471	11,768,443.30	1.92

15 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 61A.)

TRAFFIC AND MILEAGE STATISTICS—STATE OF MINNESOTA.

ITEM—	Column for No. Passen- gers, Tonnage, Car Mileage, No. Cars, etc.	Columns for Revenue and Rates.
		Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue....	\$2,127,986	
Number of passengers carried one mile.....	129,720.582	
Number of passengers carried one mile per mile of road	70.770	
Average distance carried, miles.....	80.9	
Total passenger revenue—Page 35.....		\$2,899,961.64
Average amount received from each passenger.....		1.86.277
Average receipts per passenger per mile.....		2.235
Total passenger receipts—Page 35.....		3,463,239.96
Passenger receipts per mile of road.....		1,899.40
Passenger receipts per train mile.....		1.49.039
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue— Page 63.....	1,399,809	
Number of tons carried one mile.....	1,699,005.752	
Number of tons carried one mile per mile of road.....	926,909	
Average distance haul of one ton, miles.....	126.7	
Total freight revenue—Page 35.....		14,421,444.84
Average amount received for each ton of freight.....		1.07.6
Average receipts per ton per mile.....		848
Total freight receipts—Page 35.....		14,437,277.34
Freight receipts per mile of road.....		7,876.39
Freight earnings per train mile.....		4.35.166
TOTAL TRAFFIC—		
Gross receipts from operation—Page 35.....		18,184,650.81
Gross receipts from operation per mile of road.....		9,920.81
Gross receipts from operation per train mile.....		3.25.851
Operating expenses—Page 45.....		6,873,074.32
Operating expenses per mile of road.....		3,749.67
Operating expenses per train mile.....		1.23.161
Deficit from operation—Page 81.....		11,311,576.49
Deficit from operation per mile of road.....		6,171.14
CAR MILEAGE, ETC.—		
Mileage of passenger cars.....	11,907,014	
Average number of passenger cars per train mile.....	5.18	
Average number of passengers per train mile.....	55	
Mileage of loaded freight cars—North or East.....	49,679,271	
Mileage of loaded freight cars—South or West.....	32,418,561	
Mileage of empty freight cars—North or East.....	8,045,655	
Mileage of empty freight cars—South or West.....	27,261,966	
Average number of freight cars per train mile.....	36.39	
Average number of loaded cars per train mile.....	24.75	
Average number of empty cars per train mile.....	10.64	
Average number of tons of freight per train mile.....	512.11	
Average number of tons of freight per loaded car mile.....	20.69	
Average mileage operated during year.....	1,882.94	
	Miles.	Miles.
TRAIN MILEAGE—		
Mileage of revenue passenger trains.....		2,262,876
Mileage of locomotives employed in "helping" passen- ger trains.....	2,562	
Percentage of "helping" to revenue train mileage, per cent.....	.11	
Mileage of revenue mixed trains.....		60,833
Mileage of revenue freight trains.....		3,256,815
Mileage of locomotives employed in "helping" mixed and freight trains.....	7,552	
Percentage of "helping" to revenue train mileage, per cent.....	.23	
Total revenue train mileage.....		5,580,524
Mileage of nonrevenue trains.....		282,767

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EXPLANATORY REMARKS.

All of the figures shown on the opposite page, that are based upon the use of items of earnings shown on page 35 are erroneous, for the reason given on page 35, and must not be taken as truthfully reflecting the result of operating this company's line within the State of Minnesota.

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TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE.

ITEM—	Column for No. Passen- gers, Tonnage, Car Mileage, No. Cars, etc.	Columns for Revenue and Rates.
		Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue....	3,804,050	.....
Number of passengers carried one mile.....	300,783,388	.....
Number of passengers carried one mile per mile of road.....	63,685	.....
Average distance carried, miles.....	79.06	.....
Total passenger revenue—Page 35.....		\$6,943,827.94
Average amount received from each passenger.....		1.82.538
Average receipts per passenger per mile.....		.02.309
Total passenger earnings—Page 35.....		8,632,268.27
Passenger earnings per mile of road.....		1,327.70
Passenger earnings per train mile.....		1.58.047
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue— Page 63.....	13,817,450	.....
Number of tons carried one mile.....	3,281,315,800	.....
Number of tons carried one mile per mile of road.....	694,751	.....
Average distance haul of one ton, miles.....	23.75	.....
Total freight revenue—Page 35.....		27,902,409.35
Average amount received for each ton of freight.....		2.01.936
Average receipts per ton per mile.....		.00.850
Total freight earnings—Page 35.....		27,987,191.75
Freight earnings per mile of road.....		5,915.12
Freight earnings per train mile.....		3.92.951
TOTAL TRAFFIC—		
Gross earnings from operation—Page 35.....		37,088,092.37
Gross earnings from operation per mile of road.....		7,852.64
Gross earnings from operation per train mile.....		3.04.508
Operating expenses—Page 45.....		17,653,792.35
Operating expenses per mile of road.....		3,737.83
Operating expenses per train mile.....		1.44.942
Income from operation—Page 31.....		19,434,300.02
Income from operation per mile of road.....		4,112.81
CAR MILEAGE, ETC.—		
Mileage of passenger cars.....	32,264,271	.....
Average number of passenger cars per train mile.....	6.19	.....
Average number of passengers per train mile.....	55	.....
Mileage of loaded freight cars—North or East.....	109,227,974	.....
Mileage of loaded freight cars—South or West.....	75,194,963	.....
Mileage of empty freight cars—North or East.....	16,616,818	.....
Mileage of empty freight cars—South or West.....	53,602,916	.....
Average number of freight cars per train mile.....	35.82	.....
Average number of loaded cars per train mile.....	23.94	.....
Average number of empty cars per train mile.....	9.88	.....
Average number of tons of freight per train mile.....	461.53	.....
Average number of tons of freight per loaded car mile.....	17.79	.....
Average mileage operated during year.....	4,723.01	.....
<hr/>		
	Miles	Miles
TRAIN MILEAGE—		
Mileage of revenue passenger trains.....		5,070,331
Mileage of locomotives employed in "helping" passen- ger trains.....	519.32	.....
Percentage of "helping" to revenue train mileage.....	1.02	.....
Mileage of revenue mixed trains.....		391,511
Mileage of revenue freight trains.....		6,718,060
Mileage of locomotives employed in "helping" mixed and freight trains.....	188.155	.....
Percentage of "helping" to revenue train mileage.....	2.65	.....
Total revenue train mileage.....		12,179,892
Mileage of nonrevenue trains.....		990,277

15 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—ENTIRE LINE. See page 62.

(Company's Material Excluded.)

Includes D. W. & P. Ry.

COMMODITY—	Freight Originat- ing on this Road	Freight Received from Con- necting Roads and Other Carriers Tons	Total Freight Tonnage	
	Tons		Whole Tons	Per Cent.
Products of Agriculture—	Cannot give this.			
Grain	2,280,157	16.36
Flour	288,451	2.09
Other mill products	138,008	1.00
Hay	83,260	.60
Cotton
Tobacco
Fruit and vegetables	129,653	.93
Other	506,466	3.67
Products of Animals—				
Live stock	164,133	1.20
Dressed meats	8,270	.06
Other packing-house products	1,778	.01
Poultry, game and fish	1,436	.01
Wool	12,466	.09
Hides and leather	3,445	.02
Other	11,722	.08
Products of Mines—				
Anthracite coal	105,530	.76
Bituminous coal	575,242	4.16
Coke	46,825	.34
Ores	5,056,399	36.59
Stone, sand and other like articles	183,064	1.33
Products of Forest—				
Lumber	1,208,886	8.75
Other	1,680,814	12.17
Manufactures—				
Petroleum and other oils	41,767	.30
Sugar
Naval stores
Iron, pig and bloom	18,856	.17
Iron and steel rails	37,973	.27
Other castings and machinery	97,918	.71
Bar and sheet metal	90,751	.65
Cement, brick and lime	143,545	1.03
Agricultural implements	58,340	.42
Wagons, carriages, tools, etc.	15,562	.11
Wines, liquors and beers	40,225	.29
Household goods and furniture	18,055	.13
Other	115,549	.83
Merchandise	360,403	2.61
Miscellaneous; other commodities not men- tioned above	314,486	2.26
Total tonnage—Entire line	13,819,429	100.00

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EXPLANATORY REMARKS.

Cannot give freight traffic movements for the State of Minnesota, therefore report for entire road is given. The figures shown on page 63 include report for the Duluth, Watertown & Pacific Ry.

(Page 65.)

DESCRIPTION OF EQUIPMENT.

G. N. Ry., St. P. M. & M. Ry., E. Ry. of Minn., P. R. & L. L. Ry., S. & M. R.
R. and D. S. & W. Tr. Co.

ITEM.	No. Added During Year	Total No. at End of Year	Equipment Fitted With Train Brake		Equipment Fitted with Automatic Coupler	
			No.	Name	No.	Name
Locomotives—Owned and leased						
Passenger		107	107		106	
Freight		429	421		406	
Switching		49	47		31	
Total locomotives in service	20	585	575		543	
Less locomotives leased.....		69				
Total locomotives owned....						
Cars—Owned and leased:						
In Passenger Service—						
First-class cars.....	18	213	212		212	
Second-class cars.....						
Combination cars.....		30	26		26	
Emigrant cars.....						
Dining cars.....	8	24	24		24	
Parlor Cars.....		5	5		5	
Sleeping Cars and Tourist Cars.....	17	89	86		86	
Baggage, express and postal cars.....	14	122	112		112	
Other cars in passenger ser- vice		8	8		8	
Total	57	491	473		473	
In Freight Service—						
Box cars	1,906	18165	17851		17,851	
Flat Cars, and Coal Cars...	574	3,164	3,055		3,055	
Stock cars		1,222	1,144		1,444	
Coal cars						
Tank cars						
Refrigerator cars		354	352		352	
Other cars in freight ser- vice	1,000	3,001	2,984		2,984	
Total	3,482	25906	25386		25,386	
In Company's Service—						
Officers' and pay cars.....	1	19	19		19	
Gravel Cars		364	331		331	
Derrick cars	5	25	24		24	
Caboose cars	25	380	340		340	
Other road cars.....	10	366	319		319	
Boarding Cars.....		52	42		42	
Total	41	1 206	1,075		1,075	
Total cars in service.....	3 580	27603	26934		26,934	
Total cars owned.....	3,580	27603	26934		26,934	
Cars contributed to fast freight line service.....						

MILEAGE.

(Page 67.)

A. Mileage of Road Operated (All Tracks).

LINE IN USE—	Line Represented by Capital Stock		Line of Proprietary Companies	Line Operated Under Lease	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs							Iron	Steel
Miles of single track			214.50	8,492.41	282.54	4.45	4,814.90		82.52	4,737.98
Miles of second track				71.47		2.63	74.10			71.47
Miles of third track				9.28			9.28			9.28
Miles of fourth track				9.29			9.29			9.29
Miles of yard track and sidings			52.63	936.68	21.01		1,008.82		*	.....
Miles of fifth track				2.32			2.32			2.32
Miles of sixth track				1.44			1.44			1.44
Total Mileage Operated (all tracks) ..			207.13	5,391.79	255.15	7.08	5,921.15		82.52	4,821.73

*Iron and steel, 1,009.82.

B. Mileage of Line Operated by States and Territories (Single Track).

State or Territory—										
Minnesota				1,832.25		4.45	1,886.70		32.58	1,759.72
Wisconsin				37.79			37.79			37.79
North Dakota				1,155.09			1,155.09		49.99	1,105.10
South Dakota				99.25			99.25			99.25
Montana				802.43	185.39		987.82			987.82
Idaho				82.70			82.70			82.70
Washington			190.40	352.80			543.30			543.30
British Columbia			24.10		48.15		72.25			72.25
Total Mileage Operated (single track)			214.50	4,363.42	282.54	4.45	4,814.90		82.52	4,725.93

MILEAGE—STATE OF MINNESOTA.

(Page 67B.)

Mileage of Road Operated (All Tracks).

LINE IN USE—	Line Represented by Capital Stock		Line of Proprietary Companies	Line Operated Under Lease	Line Operated Under Contract Etc.	Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs							Iron	Steel
Miles of single track.....				1,832.25		4.45	1,836.70		32.53	1,799.72
Miles of second track.....				52.78			52.78			52.78
Miles of third track.....				9.28			9.28			9.28
Miles of fourth track.....				9.29			9.29			9.29
Miles of yard track and sidings.....				476.35			476.35			
Miles of fifth track.....				2.32			2.32			2.32
Miles of sixth track.....				1.44			1.44			1.44
Total mileage operated (all tracks).....				2,383.71		4.45	2,388.16		32.53	1,874.83

Iron and steel, 476.35.

B. Mileage of Line Operated by States and Territories (Single Track).

State of Minnesota.....				1,832.25			1,832.25		32.53	1,799.72
Total mileage operated (single track).....				1,832.25			1,832.25		32.53	1,799.72

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RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind	Tons	Weight Per Yard. Pounds	Av. Price Per Ton at Distribut'g Point. Dollars	Kind	Number	Av. Price at Dis- tributing Point. Cents
Steel.....	7143 675.0785 3,196.0086 6271 3.1429	80.00 77.50 75.00 68.00 60.00		Hard Wood.....	29,377	48.2
				Pine, Tamarack and		
				Cedar.....	383,207	76.8
				Treated ties.....	20,646	31.9
				Others.....	23,401	47.6
Total..	3,875.5694		\$2.15	Total.....	495,631	37.4

CONSUMPTION ON COAL BY LOCOMOTIVES—ENTIRE LINE.

(Caannot give figures for Minnesota.)

LOCOMOTIVES—	Coal, Tons, Bitumi- nous	Wood, Cords, Soft	Total Fuel Consumed, Tons	Miles Run	Average Pounds Consumed Per Mile
Passenger.....	236,423	3,768	238,985.00	5,383,407	83.77
Freight.....	860,738	13,556	859,775.33	8,921,863	192.73
Switching.....	118,826	1,893	120,068.00	2,052,540	117.02
Construction (Included in freight.).....					
Total.....	1,205,987	19,217	1,218,798.33	16,357,810	149.02
Average cost at distributing point....	\$2.89	\$1.56	\$2.88		

ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

A. Accidents Resulting from the Movement of Trains, Locomotives or Cars.

KIND OF ACCIDENT	EMPLOYEES											
	Trainmen		Switchmen, Flagmen and Watchmen		Station Men		Shop Men		Trackmen		Other Employees	
	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd
Coupling or uncoupling	1	4	1									4
Collisions	4	4										4
Deraillments		1										1
Parting of trains		3										3
Locomotives or Cars breaking down.												
Falling from trains, locomotives, or cars	5	6	1	6								11
Jumping on or off trains, locomotives, or cars		4		3								11
Struck by trains, locomotives, or cars.				2					2	1	2	6
Overhead obstructions		9		9								19
Other causes												
Total	10	31	2	19					2	3	5	58

KIND OF ACCIDENT	PASSENGERS				OTHER PERSONS				SUMMARY		Total	
	Killed		Injur'd		Trespassing		Not Trespassing		Total		Total	
	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd
Collisions		2									14	58
Deraillments											4	8
Parting of trains												
Locomotives or cars breaking down.												
Falling from trains, locomotives, or cars	2	2	3	1					3	1		
Jumping on or off trains, locomotives, or cars		2		5						6		
Struck by trains, locomotives, or cars												
At highway crossings						1				1		
At stations			2							2		
At other points along track.		3	1	1					25	1		
Other causes									1	1		
Total	4	8	36	8	1	1			37	9	55	76

ACCIDENT TO PERSONS—STATE OF MINNESOTA—Continued.

B. Accidents Arising from Causes Other Than Those Resulting from the Movement of Trains, Locomotives, or Cars.

KIND OF ACCIDENT	EMPLOYEES										Total	
	Station Men		Shop Men		Trackmen		Other Employees		Total Employees		PASSENGERS	
	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd
Handling traffic												
Handling tools, machinery, etc.				8				6		14		14
Handling supplies, etc.						2		2		4		4
Getting on or off locomotives or cars at rest												
Other causes				4		8		1		15		15
Total				12		10		1		38		38
								11		1		1

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CHARACTERISTICS OF ROAD.

Cannot give this.

(Page 75.)

CHARACTERISTICS OF ROAD—Continued—STATE OF MINNESOTA.

Bridges, Trestles, Tunnels, Etc.

ITEM.	Number	Aggregate- Length Feet	Minimum Length Feet	Maximum Length Feet	ITEM	Number	Height of Lowest Above Sur- face of Rail Ft. In.
Bridges—					Overhead Highway Crossings—		
Stone.....	61	9,344	20	764	Bridges.....		
Iron.....	49	3,612	44	166	Conduits.....		
Wooden.....					Trestles.....		
Total.....		12,956			Total.....	79	18.0
					Overhead Railway Crossings:		
					Conduits.....		
					Bridges.....		
					Trestles.....		
Trestles—	1,245	85,145	5	2,440	Total.....	2	19.6

Gauge of track, 4 feet 8½ inches, 1,836 70 miles.

15 REPORT RAILROAD AND WAREHOUSE COMMISSION.

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CAR MILEAGE.

Statement Showing Amounts Paid to Private Car Lines Year Ending June 30th, 1903.

NAME OF OWNER—	Class.	—Rate—		
		6-10c	¼c	1c
Armour Car Lines.....	Refr		\$1,929.68	\$4,695.88
American Refrigerator Trans. Co.....	Refr		199.67	
Arms Palace Horse Car Co.....	Stock	\$97.22		
American Live Stock Trans. Co.....	Stock	12.18		
American Cotton Oil Co.....	Tank	4.92		
American Tank Co.....	Tank	41.61		
Arbuckle's Ariosa Dispatch.....	Box	61.66		
American Fast Freight Line.....	Tank	41.61		
Anglo American Provision Co.....	Box	30.42		
Burton Stock Car Co.....	Stock	521.86		
Booth Refrigerator Line.....	Refr		146.83	
Continental Fruit Express.....	Refr		842.37	
Chicago, New York, Boston, Refrig. Line.....	Refr		720.44	
California Fruit Trans. Co.....	Refr		1.40	
Cudahy Refrigerator Line.....	Refr			1,301.28
Cudahy Oil Tank Line.....	Tank		5.83	
Case, J. I., Threshing Machine Co.....	Box	237.67		
Commerce Dispatch Line.....	Box	33.90		
Cupples Woodenware Co.....	Box	32.09		
Crescent Tank Line.....	Tank		2.94	
Cold Blast Trans. Co.....	Refr		5.15	
Cleveland Provision Co.....	Refr		26.94	
Chicago, Peoria & Western Co.....	Box	74.39		
Deere & Webber.....	Box	51.61		
Deere, John, Plow Co.....	Box	23.16		
Duluth Brewing & Malting Co.....	Refr		59.50	
Dairy Shippers' Dispatch.....	Refr		64.39	
Dold, John, Packing Co.....	Refr			11.72
Dairy & Dressed Poultry Line.....	Refr		4.64	
Fox River Dispatch.....	Refr		90.09	106.52
German-American Car Co.....	Refr		27.05	
Geiser Mfg. Co.....	Box	4.66		
Gregory, O. L., Vinegar Co.....	Tank	40.42		
Goodell Refrigerator Line.....	Refr		1.61	
Hammond Refrigerator Line.....	Refr			193.03
Houston & Texas Central.....	Stock	425.45		
Kingan Refrigerator Line.....	Refr		1.17	
Kentucky Refining Co.....	Tank	14.06		
Kansas City Refrigerator Car Co.....	Refr		26.99	
Live Poultry Trans. Co.....	Box	9.61		
Lipton Refrigerator Line.....	Refr		28.65	
Libby, McNeill & Libby.....	Refr			91.39
Merchants' Dispatch Trans. Co.....	Refr. &			
Monongah Coal & Coke Co.....	Box	237.61	919.23	
Mather Horse & Stock Car Co.....	Stock	1.76		
Menasha W. W. Co.....	Box	386.83		
Morris & Co. Refrigerator Line.....	Refr	5.18		
Minn. & International Co.....	Box		50.47	
Mid. Linseed Dispatch.....	Tank	263.00		
N. & S. Rolling Stock.....	Tank	1.14		
National Dispatch Line.....	Refr		325.18	
Overland Refrigerator Express.....	Box	142.58		
Omaha Packing Co.....	Refr		3.34	
Pabst Refrigerator Line.....	Refr			92.77
Provision Dealers' Dispatch.....	Refr		569.95	
Pennsylvania Refining Co.....	Refr		209.00	
Produce Shippers' Dispatch.....	Tank	7.08		
Paragon Trans. Co.....	Refr		99.48	
Rumley M. Co.....	Tank		4.78	
Riddles, C. & H. Co.....	Box	4.70		
St. Louis Refrigerator Car Co.....	Box	2.21		
Santa Fe Refrigerator Dispatch.....	Refr		2,528.32	
Swift Refrigerator Line.....	Refr		22.91	
Swift Live Stock Express.....	Refr		176.51	6,456.92
Shippers' Refrigerator Car Co.....	Stock	3.62		
Street's Western Stable Car Line.....	Refr		2.03	
Southern Freight Line.....	Stock	41,424.83		
Titusville Oil Works.....	Box	3.15		
Union Tank Line.....	Tank	8.37		
Union Refrigerator Trans. Co.....	Tank		13,257.91	
Venice Trans. Co.....	Refr		5,472.25	
Western Refrigerator Trans. Co.....	Box	21.79		
Western Refrigerator Line.....	Refr		318.09	
*Washington Coal & Coke Co.....	Refr		525.07	
Willis Creek Coal Co.....	Refr	2.82		
Totals.....		\$44,275.02	\$20,099.32	\$21,518.03
				\$85,892.37

*Error, \$2.82 debited to clear.

TAXES AND ASSESSMENTS OF ALL KINDS.

(Page 79.)

STATE OR TERRITORY—	AD VALOREM TAX		SPECIFIC TAXES			On Prop-erty Owned not Used in Operation and Miscellaneous	Internal Revenue, U. S. Govern-ment	Total
	On the Value of Real and Personal Property	On the Value of Stocks or Bonds, or on Valuation Based on Earnings, Dividends, or other Results of Operation	On Stocks, Bonds, Loans, etc.	On Gross or Net Earnings, Revenues, or Dividends	On Traffic or Some Physical Quality of Property Operated, or on Privilege			
Minnesota	\$538,099.21	.....	\$6,390.80	.....	\$594,390.01
Wisconsin	40,111.19	.....	1,126.52	.....	41,237.91
North Dakota	239,545.31
South Dakota	9,067.91
Montana	237,204.92
Idaho	30,917.80
Washington	172,709.17
British Columbia	629.38
Total	\$710,104.75	.....	.....	\$628,210.40	.....	\$7,417.12	\$456.02	\$1,345,076.25

*Credit.

The taxes on "Value of Railroad and Personal Property" shown above, are on the railway property owned by the St. P. M. & M. Ry., Dakota & Great Northern Ry., Montana & Great Northern Ry., and Crow's Nest Southern Ry. Co., and operated by this company under lease or contract, and on the property of the Seattle & Montana R. R. Co., operated by this company as per page 9 of this report. While the lease from the St. P. M. & M. Ry., Eastern Ry. Co. of Minn., and Duluth, Superior & Western Terminal Co. provide that the Great Northern Ry. shall pay all taxes and assessments on the property, earnings or income of these companies as they shall become due and payable, such payments are not treated in the Great Northern Ry. accounts as "Rental," but "Taxes."

The taxes on the gross earnings shown is the amount paid and accrued, account of states of Minnesota and Wisconsin, by the Great Northern Ry. Co., as taxes on earnings within those states from business handled over the railways leased from the St. Paul, Minneapolis & Manitoba Ry. Co., Eastern Ry. Co. of Minn., Park Rapids & Leech Lake Ry., and Duluth, Superior & Western Terminal Co.

Iowa Central Railway Co.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Iowa Central Railway Co.

2. Date of organization? May 9th, 1888. Articles filed May 14th, 1888.

3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Incorporated on the 9th day of May, 1888, by virtue of an act of the General Assembly of the State of Illinois, approved March 1st, 1872, entitled "An act to provide for the incorporation of associations that may be organized for the purpose of constructing railways, maintaining and operating the same; for prescribing and defining the duties and limiting the powers of such corporations, when so organized."

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Not a consolidated company.

6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Our present incorporation is not a reorganized corporation, but was organized as stated in answer to interrogatory No. 3, and acquired from other organizations the property it now owns, but was not in any way a merger of corporate franchises. There has been no amendment to the articles of incorporation as originally executed, in May, 1888.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
T. P. Shonts	The Rookery, Chicago, Ill.	Sept., 1903
R. J. Kimball	7 Nassau St., New York, N. Y.	Sept., 1903
E. C. Bradley	253 Broadway, New York, N. Y.	Sept., 1903
Henry A. Gardner	N. Y. Life Bldg., Chicago, Ill.	Sept., 1904
L. F. Day	Guaranty Loan Bldg., Min- neapolis, Minn.	Sept., 1904
Geo. R. Morse	40 Wall St., New York, N. Y.	Sept., 1904
Paul Morton	77 Jackson St., Chicago, Ill.	Sept., 1905
John E. Searles	27 William St., New York, N. Y.	Sept., 1905
Horace J. Morse	18 Wall St., New York, N. Y.	Sept., 1905
L. C. Weir	59 Broadway, New York, N. Y.	Sept., 1906
Edwin Langdon	320 Broadway, New York, N. Y.	Sept., 1906
Russell Sage	31 Nassau St., New York, N. Y.	Sept., 1906
Edwin Hawley	25 Broad St., New York, N. Y.	Sept., 1907
F. H. Davis	25 Broad St., New York, N. Y.	Sept., 1907
Geo. Crocker	25 Broad St., New York, N. Y.	Sept., 1907

Total number of stockholders at date of last election? 678.

Date of last meeting of stockholders for election of directors? September 5th, 1902.

Give post-office address of general office? Minneapolis, Minn.

Give post-office address of operating office? Minneapolis, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? L. G. Scott, Auditor, Minneapolis, Minn.

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OFFICERS.

Title.	Name.	Location of Office.
President	Edwin Hawley.....	New York, N. Y.
Vice-President	F. H. Davis.....	New York, N. Y.
Vice-President	L. F. Day.....	Minneapolis, Minn.
Secretary	A. C. Doan.....	New York, N. Y.
Treasurer	F. H. Davis.....	New York, N. Y.
Assistant Treasurer	Joseph Gaskell....	Minneapolis, Minn.
General solicitor	Geo. W. Seevers.....	Oskaloosa, Ia.
Auditor	L. G. Scott.....	Minneapolis, Minn.
General manager	L. F. Day.....	Minneapolis, Minn.
Chief engineer	H. G. Kelley.....	Minneapolis, Minn.
General superintendent.....	M. Sweeney.....	Minneapolis, Minn.
Superintendent	J. A. Davis.....	Oskaloosa, Ia.
Superintendent Machinery and Equipment	Geo. D. Brooke...	Minneapolis, Minn.
Acting Superintendent of Telegraph	W. T. Donnelly.....	Oskaloosa, Ia.
Traffic manager	J. N. Tittmore.....	Peoria, Ill.
General freight agent.....	S. G. Lutz.....	Peoria, Ill.
Assistant General Freight Agent	H. F. Marsh.....	Peoria, Ill.
General passenger agent ...	A. B. Cutts.....	Minneapolis, Minn.
General ticket agent.....	A. B. Cutts.....	Minneapolis, Minn.
General baggage agent.....	A. B. Cutts.....	Minneapolis, Minn.

PROPERTY OPERATED—STATE OF MINNESOTA.

(Page 9A.)

(For Roads Making Operating Reports.)

Name of Every Railroad, the Operations of which are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a Main line.
 - b Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon the earnings or other considerations.
5. Line operated under Trackage Rights.

NAME—	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
Main Line	Albert Lea, Minn.	Minnesota-Iowa state line.....	12.36	12.36
Total			12.36	12.36

PROPERTY OPERATED.

(Page 9.)

1. a Main Line	Northwood, Iowa	Albia, Iowa	188.96	
Eastern Division	Osaka, Iowa	Illinois-Iowa state line.....	96.90	
Illinois Division	Iowa-Illinois state line.....	Iowa Junction, Ill.	89.20	375.06
b Belmont Branch	Hampton, Iowa	Belmont, Iowa	22.20	
Story City Branch	Mimerva Junction, Iowa	Story City, Iowa	34.51	
State Center Branch	Newburg, Iowa	State Center, Iowa	26.64	
Montezuma Branch	G. & M. Junction, Iowa	Montezuma, Iowa	13.61	
Newton, Branch	New Sharon, Iowa	Newton, Iowa	27.75	
4. Iowa Central & Western R. R.	Lynnville Junction, Iowa	Lynnville, Iowa	2.50	127.91
5. Main Line	Belmont, Iowa	Albion, Iowa	37.00	37.00
Illinois Division	Northwood, Iowa	Albert Lea, Minn.	16.38	16.38
	Iowa Junction, Ill.	Peoria, Ill.	2.80	19.16
Total			558.42	558.42

16 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 17.)

CAPITAL STOCK.

DESCRIPTION—	Number of Shares Authorized	Par Value of Shares	Total Par Value Authorized	Total Am't Issued and Outstanding	Dividends Declared During Year	
					Rate Per Cent	Amount
Capital stock—						
Common	110,000	\$100.00	\$11,000,000	\$8,521,983.48		
Preferred	74,000	100.00	7,400,000	5,674,228.34		
Total	184,000	\$100.00	\$18,400,000	14,196,209.82		

MANNER OF PAYMENT FOR CAPITAL STOCK.

	Number of Shares Issued during year.	Cash Realized on Amount Issued during Year	Total No. Shares Issued and Outstanding.	Total Cash Realized.
Issued for cash.....				
Issued for construction—				
Common				
Preferred				
Issued for reorganization—				
Common	41		85,201	
Preferred	14		56,726	
Total	55		141,927	

REMARKS.

All stocks issued in consideration and in pursuance of the plan of reorganization adopted by the bond and stockholders of the Central Iowa Ry. Co.—Copy of plan filed with 1889 report.

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

CLASS OF BOND OR OBLIGATION.	TIME		Amount of Authorized Issue	Amount Issued	Amount Outstanding	Cash Realized on Amount Issued	Rate Pr Ct. Payable	When Payable	INTEREST	
	Date of Issue	When Due							Amt. Accrued During Year	Amount Paid During Year
First mortgage.....	June 1898	June 1901	\$7,650,000.00	\$7,649,544.91	\$7,649,544.91	\$1,808,206.70	5	J. & D.	\$382,450.01	\$382,450.01
First refunding.....	Mar. 1901	Mar. 1901	25 000,000.00	4,000,000.00	4,000,000.00	1,734,000.00	4	M. & S.	\$137,063.32	\$137,063.32
Total— Mortgage bonds .....	.....	.....	\$32,650,000.00	\$11,649,544.91	\$11,649,544.91	\$3,542,206.70	.....	.....	\$519,543.33	\$519,543.33
Grand total.....	\$32,650,000.00	\$11,649,544.91	\$11,649,544.91	\$3,542,206.70	\$519,543.33	\$519,543.33

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EXPLANATORY REMARKS.

Of the \$7,650,000.00 of First Mortgage Bonds, \$5,956,094.91 were issued in accordance with the plan of reorganization of the Central Iowa Ry. Co. Copy of plan filed with 1889 report. \$1,693,460.00 sold at various times, realizing \$1,808,206.70.

Of the \$4,000,000.00 First and Refunding Bonds, \$2,000,000.00 were sold for cash at 84%, realizing \$1,690,000.00; \$50,000.00 were sold for cash at 88, realizing \$44,000.00; the remainder, of \$1,950,000.00 are held in the Treasury of the Company.

RECAPITULATION OF FUNDED DEBT.

(Page 23.)

CLASS OF DEBT—	Amount Issued	Amount Outstanding	INTEREST	
			Amount Accrued during Year	Amount Paid during Year
Mortgage bonds—page 19				
Miscellaneous obligations—page 19				
Income bonds—page 19				
Equipment trust obligations—page 21				
Total	\$11,649,544.91	\$11,649,544.91	\$519,543.33	\$519,543.33
	\$11,649,544.91	\$11,649,544.91	\$519,543.33	\$519,543.33

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1903.	
Cash	\$125,611.70	Receiver's certificates	\$1,093,494.45
Bills receivable	550,000.00	Loans and bills payable	244,633.07
Due from agents	113,109.54	Audited vouchers and accounts	101,749.75
Due from solvent companies and individuals	171,619.46	Wages and salaries	
Net traffic balances due from other companies		Net traffic balances due to other companies	
Other cash assets (excluding "Materials and Supplies")*	30,144.52	Dividends not called for	787.50
Total—Cash and current assets	\$1,000,535.22	Matured interest coupons unpaid (inc. coupons due July 1)	21,450.00
Balance—Current liabilities	380,986.31	Taxes due January 1st, 1904	14,427.75
Total	\$1,391,522.53	Miscellaneous	
		Total—Current liabilities	\$1,391,522.53
		Balance—Cash assets	
		Total	\$1,391,522.53

*Materials and supplies on hand, \$279,904.30.

(See General Balance Sheet—page 49.)

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RECAPITULATION.

A. For Mileage owned by Road making this Report.

ACCOUNT—	Total Amount Outstanding	APPORTIONMENT		AMOUNT PER MILE OF LINE	
		To Railroads	To Other Properties*	Miles	Amount
Capital stock—page 17.....	\$14,198,209.82	\$14,198,209.82	.....	502.27	\$28,284
Bonds—page 19 (grand total).....	11,649,544.91	11,649,544.91	.....	502.27	23,194
Equipment trust obligations—page 21.....	.....	.....	.....	.....	.....
Total.....	\$25,845,754.73	\$25,845,754.73	.....	502.27	\$51,458

B. For Mileage Operated by Road making this Report (Trackage Rights excluded), the Operations of Which are Included in the Income Account—Page 31.

NAME OF ROAD—	Capital Stock	Funded Debt	Total	AMOUNT PER MILE OF LINE	
				Miles	Amount
Iowa Central Railway Co.	\$14,198,209.82	\$11,649,544.91	\$25,845,754.73	502.27	\$51,458
Iowa Central & Western Ry.	900,000.00	555,000.00	1,455,000.00	37.00	89,334
Grand Total	\$15,098,209.82	\$12,304,544.91	\$27,800,754.73	539.27	\$50,695

(Page 27.) COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM—	Expenditures During Year			Total Cost to June 30, 1902	Total Cost to June 30, 1903	Cost Per Mile
	Included in Operating Expenses	Not Included in Operating Expenses				
		Charged to Income Account as Permanent Improvements	Charged to Construction or Equipment			
CONSTRUCTION :						
Engineering	\$395.37	.....	\$4,870.91	.....	.....	.....
Right of way and station grounds.....	.....	.....	14,842.73	.....	.....	.....
Grading .....	.....	.....	.....	.....	.....	.....
Tunnels .....	.....	.....	140,871.54	.....	.....	.....
Bridges, trestles, and culverts .....	.....	.....	.....	.....	.....	.....
Ties	6,183.30	.....	86,980.57	.....	.....	.....
Rails	321.81	.....	7,659.58	.....	.....	.....
Track fastenings	153.76	.....	13,118.40	.....	.....	.....
Frogs and switches	55.03	.....	2,159.16	.....	.....	.....
Ballast	144.96	.....	183.41	.....	.....	.....
Track laying and surfacing .....	.....	.....	31,056.73	.....	.....	.....
Fencing right of way	724.28	.....	35,071.49	.....	.....	.....
Crossings, cattle guards, and signs .....	.....	.....	8.80	.....	.....	.....
Interlocking or signal apparatus	13.49	.....	719.31	.....	.....	.....
Telegraph lines	73.42	.....	2,166.84	.....	.....	.....
Station buildings and fixtures .....	.....	.....	.....	.....	.....	.....
Shops, roundhouse, and turntables	2,894.18	.....	6,860.88	.....	.....	.....
Shop machinery and tools	6,134.81	.....	1,805.79	.....	.....	.....
Water stations .....	.....	.....	.....	.....	.....	.....
Fuel stations	1,051.40	.....	202.50	.....	.....	.....
Grain elevators	1,175.79	.....	6,833.67	.....	.....	.....
Storage warehouses, coal bunkers and stock yds.	.....	.....	.....	.....	.....	.....
Docks and wharves .....	.....	.....	.....	.....	.....	.....
Electric light plants .....	.....	.....	.....	.....	.....	.....
Electric motive power plants .....	.....	.....	.....	.....	.....	.....
Gas-making plants .....	.....	.....	.....	.....	.....	.....
Miscellaneous structures .....	.....	.....	.....	.....	.....	.....
Elevating tracks, City of Chicago	96.89	.....	1,552.76	.....	.....	.....
Legal expenses .....	.....	.....	6,000.00	.....	.....	.....
Interest and discount .....	.....	.....	2,299.29	.....	.....	.....
General expenses .....	.....	.....	.....	.....	.....	.....
Total construction	\$19,397.99	.....	\$964,538.86	\$21,141,172.28	\$21,505,690.09	\$42,817.00

(Page 26.) COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS—Continued.

ITEM—	Expenditures During Year				Total Cost to June 30, 1902	Total Cost to June 30, 1903	Cost per Mile
	Included in Operating Expenses	Not Included in Operating Expenses					
		Charge, to Income Account as Permanent Improvements	Charged to Construction or Equipment				
EQUIPMENT:							
Locomotives .....	.....	.....	\$178,405.68	.....	.....	.....	.....
Passenger cars .....	.....	.....	52,080.20	.....	.....	.....	.....
Sleeping parlor, and dining cars .....	.....	.....	.....	.....	.....	.....	.....
Baggage, express, and postal cars .....	.....	.....	.....	.....	.....	.....	.....
Combination cars .....	.....	.....	.....	.....	.....	.....	.....
Freight cars .....	.....	.....	507,304.59	.....	.....	.....	.....
Others cars of all classes .....	.....	.....	.....	.....	.....	.....	.....
Floating equipment .....	.....	.....	.....	.....	.....	.....	.....
Total equipment .....	.....	.....	\$735,690.47	.....	\$1,644,625.03	\$2,380,315.53	\$4,739.11
Total construction—page 27	\$19,397.99	.....	364,523.86	.....	21,141,172.23	21,505,696.09	42,917.00
Grand total cost construction, equipment, etc	\$19,397.99	.....	\$1,100,214.33	.....	\$22,765,797.29	\$23,886,011.62	\$47,556.11
Total cost construction, equipment, etc.— State of Minnesota	\$498.70	.....	\$18,258.78	.....	\$36,346.21	\$52,604.97	\$4,256.08

Do the amounts entered under the heading "included in operating expenses" (page 27 or 28) cover all expenditures for permanent improvements or betterments charged to operating expense accounts? Yes.

16 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 31.)

INCOME ACCOUNT.

For Roads Making Operating Reports.

Gross earnings from operation—Page 35.....	\$2,441,565.95	
Less operating expenses—Page 45.....	1,944,848.08	
Income from operation.....		\$496,717.87
Interest on bonds owned—page 39.....	\$57,098.84	
Miscellaneous income—less expenses—page 41.....	55,086.05	
Income from other sources		112,179.39
Total income		\$608,897.26
DEDUCTIONS FROM INCOME—		
Interest on funded debt accrued—page 23.....	\$519,543.88	
Rents paid for lease of road—page 47, A.....	4,266.29	
Taxes—page 49, A.....	81,716.51	
Total deductions from income.....		\$605,526.18
Net income		\$3,371.13
Surplus from operations of year ending June 30, 1903..		3,371.13
Surplus on June 30, 1902 (from general balance sheet, 1902 report)		306,483.47
		\$309,804.60
Deductions for year		\$1,727.81
Surplus on June 30, 1903 (for entry on general balance sheet, page 51)		\$308,077.29

(Page 30.)

EXPLANATORY REMARKS.

Deductions for year:

Insurance:—	
Amount of insurance premium accrued during preceding years, but not charged out to Operating Expenses.....	\$2,345.00
I. C. & W.:—	
Expenses incurred while securing Right of Way.....	295.00
Total deductions	\$2,640.00

Additions for year:

C. & N. W. Ry.:—	
Amount realized on transfer of 14 shares of C. I. & D. Ry. stock.....	\$700.00
Unclaimed wages charged off	212.69
	\$912.69
Net deductions	\$1,727.31

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

(Page 35.)

ITEM.	Gross Earnings from Business Originating and Terminating in State of Minnesota	Deductions Account of Repayments, etc.	Actual Earnings	Gross Earnings from Interstate Business Accruing to State of Minnesota, Divided on Straight Mileage Basis	Deductions Account of Repayments, etc.	Actual Earnings	Total Gross Earnings, Including Local and Interstate Business Accruing to State of Minnesota
PASSENGER:							
Passenger Revenue	\$424.04			\$6,812.12			\$7,236.16
Less Repayments—							
Tickets Redeemed		\$2.68			\$43.13		45 81
Excess Fares Refunded					.37		.37
Other repayments					\$43.50		46.18
Total Deductions		\$2.68					
Total Passenger Revenue			\$421.36			\$6,768.62	\$7,189.98
Express			507 01			507 01	507 01
Extra Baggage and Storage			18 10			280 79	308 89
Other Items			8 90			8 90	8 90
Total Passenger Earnings			\$448.27			\$7,059.41	\$8,014.68
FREIGHT:							
Freight Revenue	\$656.32			25,081.76			25,738.08
Less Repayments—							
Overcharge to shippers		\$23.48			\$897.33		920 81
Other repayments							
Total Deductions		\$23.48			\$897.33		
Total Freight Revenue			\$632.84			\$24,184.43	\$24,817.27
Other Items							
Total Freight Earnings			\$632.84			\$24,184.43	\$24,817.27
Total Passenger and Freight Earnings			\$1,084.11			\$31,243.84	\$32,831.95
OTHER RECEIPTS FROM OPERATION—							
Car mileage			51 73			51 73	51 73
Hire of Equipment—Balance			442 33			442 33	442 33
Rents from Tracks, Yards and Terminals			1,142 04			1,142 04	1,142 04
Other sources			35 08			35 08	35 08
Total Other Earnings			\$1,671.18			\$1,671.18	\$1,671.18
Total gross receipts from operation, Minnesota	Local and Interstate		\$3,259.29			\$31,243.84	\$34,503.13
Total gross receipts from operation—							
Entire Line							\$2,441,565.95

16 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 37.)

STOCKS OWNED.

A. Railway Stocks.

NAME—	Total Par Value.	Rate, Per Ct.	Income or Dividend Received.	Valuation.
Iowa Central & Western Ry.....	\$900,000.00	*.....
Total.....	\$900,000.00

B. Other Stocks.

Grand total—A and B.....	\$900,000.00
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(Page 38.)

EXPLANATORY REMARKS.

* Iowa Central & Western stock, not on the market.

(Page 39.)

BONDS OWNED.

A. Railway Bonds.

NAME—	Total Par Value	Rate Per Ct.	Income or Interest Received.	Valuation.
Iowa Central Ry. Co.	\$1,950,000.00	4	\$57,093.34	\$1,950,000.00
Iowa Central & Western Ry. Co.....	555,000.00	.....	.....	.....
Total	\$2,505,000.00	\$57,093.34	\$1,950,000.00

B. Other Bonds.

Grand Total—A and B.....	\$2,505,000.00	\$57,093.34	\$1,950,000.00
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(Page 41.)

RENTALS RECEIVED.

Rents Received from Lease of Tracks, Yards, and Terminals.

	Situation of Property Leased	Name of Company Using Property Leased.	Item.	Total
Tracks—				
Manly Jct. to Albert Lea	Manly Jct. to North-wood	C. R. I. & P. Ry.	\$ 2,621.14	
Manly Jct. to Albert Lea	Glenville to Albert Lea	Illinois Central Ry.	1,142.04	
Total				\$ 3,763.18
Terminals—				
Albia	Albia, Iowa	Wabash	\$ 500.04	
Albia	Albia, Iowa	A. & C. Ry.	60.00	
Total				\$ 560.04
Grand total				4,323.22

MISCELLANEOUS INCOME.

ITEM.	Gross Income.	Less Expenses.	Net Mis- cellaneous Income.
Interest—Leasehold estate I. C. & W. Ry....	\$21,200.00		\$22,200.00
Rent of buildings and grounds.....	2,498.42		2,498.42
Interest and exchange.....	23,880.14		23,880.14
Material premium	5,397.76		5,397.76
Cash discounts	1,109.73		1,109.73
Total	\$55,086.05		\$55,086.05

16 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 43.)

OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

Repairs of roadway	\$286,178.51
Renewals of Rails	2,673.91
Renewals of Ties	101,424.58
Repairs and renewals of bridges and culverts	100,488.61
Repairs and renewals of fences, road crossings, signs, and cattle guards	32,901.93
Repairs and renewals of buildings and fixtures	40,921.63
Repairs and Renewals of Telegraph	3,561.58
Stationery and printing	582.24
Other Expenses	468.93
Total	\$519,151.92

MAINTENANCE OF EQUIPMENT.

Superintendence	8,781.29
Repairs and renewals of locomotives	197,168.53
Repairs and renewals of passenger cars	22,959.04
Repairs and renewals of freight cars	104,882.85
Repairs and renewals of work cars	3,864.69
Repairs and renewals of shop machinery and tools	11,571.16
Stationery and printing	785.74
Other Expenses	3,797.79
Total	\$292,741.14

CONDUCTING TRANSPORTATION.

Superintendence	39,174.79
Engine and roundhouse men	222,217.09
Fuel for locomotives	252,624.82
Water supply for locomotives	14,967.94
Oil, tallow, and waste for locomotives	9,171.43
Other supplies for locomotives	8,557.14
Train service	137,786.76
Train supplies and expenses	15,693.13
Switchmen, flagmen, and watchmen	34,194.22
Telegraph expenses	85,178.52
Station service	78,938.13
Station supplies	7,251.31
Switching charges—balance	9,311.97
Car mileage—Balance, see page 35.	
Hire of equipment—Balance, see page 35.	
Loss and Damage	22,088.37
Injuries to Persons	12,716.17
Clearing wrecks	7,710.02
Advertising	1,048.94
Outside Agencies	15,598.95
Rents for tracks, yards and terminals—page 47, B.	27,874.90
Rents of buildings and other property	1,083.27
Stationery and printing	14,190.75
Other expenses	62,693.10
Total	\$1,029,921.62

GENERAL EXPENSES.

Salaries of general officers	48,972.19
Salaries of clerks and attendants	28,209.38
General office expenses and supplies	2,340.69
Insurance	7,544.72
Law expenses	2,843.89
Stationery and printing (general offices)	3,807.60
Other Expenses	9,314.98
Total	\$103,033.40

RECAPITULATION OF EXPENSES.

Maintenance of way and structures	519,151.92
Maintenance of equipment	292,741.14
Conducting transportation	1,029,921.62
General expenses	103,033.40
Grand total	\$1,944,848.08

Percentage of expenses to earnings—entire line	79.66
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OPERATING EXPENSES—STATE OF MINNESOTA.

Maintenance of way and structures	\$5,502.06
Maintenance of equipment	4,378.40
Conducting transportation	38,894.95
General expenses	898.88
Total	\$48,174.27

Percentage of Expenses to Earnings—Minnesota	139.62
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(Page 47.)

RENTALS PAID.

A. Rents Paid for Lease of Road.

NAME OF ROAD—	Interest on Bonds Guaranteed	Dividends on Stock Guaranteed	Cash	Total
Iowa Central & Western Railway.....	\$4,266.29	.....	.....	\$4,266.29
Total rents—A	\$4,266.29	.....	.....	\$4,266.29

B. Rents Paid for Lease of Tracks, Yards, and Terminals.

Designation of Property	Situation of Property Leased	Name of Company Owning Property Leased	Item	Total
Tracks— Manly Jct. Iowa, to Albert Lea, Minn.....	Northwood, Iowa, to Albert Lea, Minn.....	Chicago, Rock Island & Pacific Railway.....	\$3,754.90	.....
Total .....	.....	.....	.....	\$3,754.90
Terminals— Peoria Terminals	Iowa Junction, Ill., to Peoria, Ill.....	P. & P. U. Railway	\$22,500.00	.....
Albert Lea Terminals..	Albert Lea, Minn.	M. & St. L. and Ill. Central.....	1,620.00	.....
Total .....	.....	.....	.....	\$24,120.00
Grand total rents—B .....	.....	.....	.....	\$27,874.90

(Page 49.) COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1902		ASSETS—	JUNE 30, 1903		YEAR ENDING JUNE 30, 1903	
Item	Total		Item	Total	Increase	Decrease
\$21,141,172.23	Cost of road—Page 27.....			\$21,505,696.09	\$364,523.86	
1,644,625.06	Cost of equipment—Page 28.....			2,380,916.53	735,690.47	
1,141,000.00	Stocks owned—Page 37.....			1,950,000.00	808,000.00	
555,000.00	Bonds owned—Page 38.....			565,000.00		
1,004,166.73	Other permanent investments.....			1,000,586.22		\$3,680.51
	Lands owned.....					
	Cash and current assets—Page 23.....					
	Other Assets—					
	Equipment trusts.....					
\$251,729.07	Materials and supplies.....	\$279,904.30				
	Sinking fund.....			279,904.30	28,175.23	
	Sundries.....					
	Profit and loss—Page 31 (or 33).....					
\$25,737,723.09	Grand total.....			\$27,671,452.14	\$1,933,729.05	

(Page 51.) COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1902		LIABILITIES—	JUNE 30, 1903		YEAR ENDING JUNE 30, 1903	
Item	Total		Item	Total	Increase	Decrease
\$14,198,924.95	Capital stock—Page 17.....			\$14,198,209.82	\$2,284.87	
10,790,544.91	Funded debt—Page 23.....			11,649,544.91	859,000.00	
306,362.85	Current liabilities—Page 23.....			1,391,522.53	1,085,159.68	
	Real estate mortgages.....					
78,760.88	Accrued interest on funded debt not yet payable.....			85,204.16	11,458.88	
68,686.08	Taxes accrued not yet payable.....			40,898.43		\$26,787.65
306,433.47	Profit and loss—Page 31 (or 33).....			805,077.29	1,645.82	
\$26,737,723.09	Grand total.....			\$27,671,452.14	\$1,933,729.05	

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IMPORTANT CHANGES DURING THE YEAR—STATE OF
MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

6. Capital stock and scrip issued during current year for redemption of securities of the Central Iowa Railway Co., under the plan of reorganization, viz.: Common, \$2,095.00; preferred, \$189.87; \$2,284.87.

7. First and refunding mortgage bonds issued during year as follows: Account Iowa Central Railway, \$854,000.00; account purchase Keithsburg bridge, \$5,000.00; \$859,000.00.

8. Of the first and refunding mortgage bonds issued during the year, the \$5,000 issued in purchase of Keithsburg bridge, and \$804,000.00 of those issued account of Iowa Central, are owned and held in the treasury of this company, being included in amount as shown on page 39. \$50,000 of first and refunding mortgage bonds were sold for cash during the year at 88 per cent, realizing \$44,000.00.

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN
STATE OF MINNESOTA.

Here give a concise statement of all existing Contracts, Agreements, Arrangements, etc., with other Companies or persons, concerning the Transportation of Freight or Passengers. Give the statement in the following order, viz: 1. Express Companies. 2. Mails. 3. Sleeping, Parlor, or Dining Car Companies. 4. Freight or Transportation Companies or Lines. 5. Other Railroad Companies. 6. Steamboat or Steamship Companies. 7. Telegraph Companies. 8. Telephone Companies. 9. Other Contracts.

1. Adams Express Co.: Compensation based upon receipts of express company, with an established minimum.

2. United States Postoffice Department: Compensation based upon weight of mail and size of mail compartments in cars.

3. The Pullman Co.: The Pullman Co. is paid 2c per car mile for the use of their cars, in addition to the revenue derived from sale of seats and berths, which accrues to them.

4. Various Railroads: Interline billing to facilitate movement of freight.

5. C., R. I. & P. Railway Co.: For use of tracks between Manly Junction, Iowa, and Albert Lea, Minn., compensation based upon cost of road and wheelage proportion of maintenance. The M. & St. L. R. R. Co.: For use of round house, freight house, passenger station and yards at Albert Lea, Minn., compensation being an agreed amount and proportion of cost of maintenance.

7. Western Union Telegraph Co.: 25 per cent of telegraph receipts.

9. George Allanson: News privileges on passenger trains, compensation being an agreed amount. Sundry contracts with firms and individuals for use of right of way and depot grounds for elevators, coal sheds, lumber yards, etc., compensation being merely a nominal amount.

SECURITY FOR FUNDED DEBT—Page 23.

(Page 57.)

CLASS OF BOND OR OBLIGATION—	WHAT ROAD MORTGAGED		Miles	Amount of Mortgage Per Mile of Line	What Equip-ment Mortg'd	What Income Mortg'd	What Securities Mortg'd
	From	To					
First mortgage.....	Northwood Ia....	Albia Ia.....	138.96				Ia. Cent. & Western Stock and Bonds, see pages 37 and 39.
	Okaloosa, Ia....	Mississippi River.....	96.90	\$15,230			
	Mississippi Riv..	Ia. Jet., Ill.....	89.20				
	Hampton, Ia....	Belmond, Ia.....	22.20	7 983			
	Minerva Jct., Ia.	Story City, Ia.....	34.51				
	Newburg, Ia....	State Center, Ia.....	26.64				
	G. & M. Jet.	Monteruma, Ia.....	13.61				
	New Sharon, Ia.	Newton, Ia.....	27.75				
	Lynnville, Jc. Ia.	Lynnville, Ia.....	2.50				
			602.27	\$23,183	All		
First and refunding mortgage							

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EMPLOYEES AND SALARIES—STATE OF MINNESOTA.

CLASS—	Number	Total No. of Days Worked	Total Yearly Compensa- tion	Average Daily Compensa- tion
General officers	8	2,920	\$594.72	\$0.20
Other officers	14	5,208	418.79	.08
General office clerks	81	31,620	755.01	.02
Station agents	3	852	828.56	.97
Other station men	6	2,040	2,525.27	1.22
Enginemen	1	432	1,615.27	3.74
Firemen	1	451	979.83	2.17
Conductors	1	403	1,264.83	3.14
Other trainmen	2	806	1,560.50	1.94
Machinists				
Carpenters				
Other shopmen				
Section foremen				
Other trackmen				
Switchmen, flagmen, and watchmen	4	1,272	2,408.43	1.89
Telegraph operators and dispatchers	2	768	718.65	.94
Employees—account floating equipment				
All other employees and laborers	1	480	648.00	1.35
Total (including "General Officers")— Minnesota	124	47,251	\$14,318.86	\$0.30
Less "General Officers"	8	2,920	594.72	.20
Total (excluding "General Officers")— Minnesota	116	44,331	\$13,724.14	\$0.31
Distribution of Above—				
General administration	90	34,912	1,370.73	.04
Maintenance of way and structures	3	1,116	79.80	.07
Maintenance of equipment	2	852	673.20	.79
Conducting transportation	29	10,371	12,195.13	1.18
Total (including "General Officers")— Minnesota	124	47,251	\$14,318.86	\$0.30
Less "General Officers"	8	2,920	594.72	.20
Total (excluding "General Officers")— Minnesota	116	44,331	\$13,724.14	\$0.31
Total (including "General Officers")— Entire Line	2,185	645,415	\$1,250,027.73	\$1.94

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TRAFFIC AND MILEAGE STATISTICS—STATE OF MINNESOTA.

ITEM—	Column for No. Passen- gers, Tonnage, Car Mileage, No. Cars, etc.	Columns for Revenue and Rates.
		Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue....	32,113	.....
Number of passengers carried one mile.....	369,808	.....
Number of passengers carried one mile per mile of road	29,908	.....
Average distance carried, miles.....	11.51	.....
Total passenger revenue—Page 35.....		\$7,189.98
Average amount received from each passenger.....		22.390
Average receipts per passenger per mile.....		.01.945
Total passenger earnings—Page 35.....		8,014.68
Passenger earnings per mile of road.....		648.44
Passenger earnings per train mile.....		45.128
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue— Page 63.....	464,228	.....
Number of tons carried one mile.....	5,516.067	.....
Number of tons carried one mile per mile of road.....	468,284	.....
Average distance haul of one ton, miles.....	11.88	.....
Total freight revenue—Page 85.....		24,817.27
Average amount received for each ton of freight.....		.05.346
Average receipts per ton per mile.....		.00.450
Total freight earnings—Page 85.....		24,817.27
Freight earnings per mile of road.....		2,007.87
Freight earnings per train mile.....		1.27.792
TOTAL TRAFFIC—		
Gross earnings from operation—Page 35.....		34,508.13
Gross earnings from operation per mile of road.....		2,791.68
Gross earnings from operation per train mile.....		192.800
Operating expenses—Page 45.....		48,174.27
Operating expenses per mile of road.....		3,887.59
Operating expenses per train mile.....		1.29.570
Deficit from operation—page 31.....		13,671.14
Deficit from operation per mile of road.....		1,106.07
CAR MILEAGE, ETC.—		
Mileage of passenger cars.....	60,707	.....
Average number of passenger cars per train mile.....	3.42	.....
Average number of passengers per train mile.....	21	.....
Mileage of loaded freight cars—north or west.....	163,125	.....
Mileage of loaded freight cars—south or east.....	139,011	.....
Mileage of empty freight cars—north or west.....	18,667	.....
Mileage of empty freight cars—south or east.....	40,221	.....
Average number of freight cars per train mile.....	18.58	.....
Average number of loaded cars per train mile.....	15.65	.....
Average number of empty cars per train mile.....	3.03	.....
Average number of tons of freight per train mile.....	284.04	.....
Average number of tons of freight per loaded car mile.....	18.26	.....
Average mileage operated during year.....	12.36	.....
TRAIN MILEAGE—	Miles	Miles
Mileage of revenue passenger trains.....		17,760
Mileage of locomotives employed in "helping" passen- ger trains.....		.....
Percentage of "helping" to revenue train mileage.....		.....
Mileage of revenue mixed trains.....		.....
Mileage of revenue freight trains.....		19,420
Mileage of locomotives employed in "helping" mixed and freight trains.....		.....
Percentage of "helping" to revenue train mileage.....		.....
Total revenue train mileage.....		37,180
Mileage of nonrevenue trains.....		.....

16 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 61.)

TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE.

ITEM—	Column for No. Pas- engers, Tonnage, Car Mileage, No. Cars, etc.	Columns for Revenue and Rates.		
		Dols.	Cts.	Mills.
PASSENGER TRAFFIC—				
Number of passengers carried earning revenue.....	669,624			
Number of passengers carried one mile.....	19,517,578			
Number of passengers carried one mile per mile of road.....	34,951			
Average distance carried..... miles.....	29.15			
Total passenger revenue—page 35.....		\$460,648.	10	
Average amount received from each passenger.....			68.	792
Average receipts per passenger per mile.....			02.	360
Total passenger earnings—Page 35.....		557,777.	60	
Passenger earnings per mile of road.....			998.	83
Passenger earnings per train mile.....			66.	268
FREIGHT TRAFFIC—				
Number of tons carried of freight earning revenue.....	1,727,114			
page 63.....				
Number of tons carried one mile.....	275,682,243			
Number of tons carried one mile per mile of road.....	493,674			
Average distance haul of one ton..... miles.....	159.62			
Total freight revenue—page 35.....		1,839,858.	48	
Average amount received for each ton of freight.....			1.06.	527
Average receipts per ton per mile.....			00.	667
Total freight earnings—page 35.....		1,839,858.	48	
Freight earnings per mile of road.....			3,294.	70
Freight earnings per train mile.....			1.33.	467
TOTAL TRAFFIC—				
Gross earnings from operation—page 35.....		2,441,565.	95	
Gross earnings from operation per mile of road.....			4,372.	19
Gross earnings from operation per train mile.....			1.17.	068
Operating expenses—page 45.....		1,944,848.	08	
Operating expenses per mile of road.....			3,482.	70
Operating expenses per train mile.....			98.	252
Income from operation—page 31.....		496,717.	87	
Income from operation per mile of road.....			889.	49
CAR MILEAGE, ETC.—				
Mileage of passenger cars.....	2,590,199			
Average number of passenger cars per train mile.....			3.08	
Average number of passengers per train mile.....			23	
Mileage of loaded freight cars—north or west.....	10,406,682			
Mileage of loaded freight cars—south or east.....	6,555,267			
Mileage of empty freight cars—north or west.....	996,580			
Mileage of empty freight cars—south or east.....	4,547,185			
Average number of freight cars per train mile.....			16.32	
Average number of loaded cars per train mile.....			12.80	
Average number of empty cars per train mile.....			4.02	
Average number of tons of freight per train mile.....			119.93	
Average number of tons of freight per loaded car mile.....			18.25	
Average mileage operated during year.....	558.43			
		Miles.	Miles.	
TRAIN MILEAGE—				
Mileage of revenue passenger trains.....				707,079
Mileage of locomotives employed in "helping" passenger trains.....				
Percentage of "helping" to revenue train mileage.....				
Mileage of revenue mixed trains.....				184,611
Mileage of revenue freight trains.....				1,243,895
Mileage of locomotives employed in "helping" mixed and freight trains.....				
Percentage of "helping" to revenue train mileage.....				
Total revenue train mileage.....				2,085,585
Mileage of nonrevenue trains.....				127,672

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FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

COMMODITY—	Freight Originat- ing on this Road Tons.	Freight Received from Con- necting Roads and Other Carriers. Tons.	Total Freight Tonnage.	
			Whole Tons.	Per Cent.
Products of Agriculture—				
Grain	484	14,170	14,654	3.16
Flour	141	68,182	68,323	14.72
Other mill products	204	9,472	9,676	2.09
Hay	10	10	20	...
Tobacco .....	...	15	15	...
Cotton .....	...	495	495	.11
Fruit and vegetables	362	3,026	3,388	.73
Products of Animals—				
Live stock	881	1,667	3,548	.55
Dressed Meats .....	...	87	87	.02
Other packing-house products .....	...	2,740	2,740	.59
Poultry, game and fish	338	173	511	.11
Wool .....	...	67	67	.01
Hides and leather	91	349	440	.10
Products of Mines—				
Anthracite coal .....	...	16	16	...
Bituminous coal	197,123	9,296	206,419	44.46
Coke	130	...	130	.03
Ores .....	...	...	...	...
Stone, sand and other like articles	726	306	1,032	.22
Products of Forest—				
Lumber	1,247	52,393	53,640	11.56
Manufactures—				
Petroleum and other oils	1,172	3,543	4,715	1.02
Sugar	619	185	804	.17
Naval stores .....	...	...	...	...
Iron, pig and bloom	1,221	668	1,879	.40
Iron and steel rails	1,984	1,634	3,618	.78
Other castings and machinery	1,602	562	2,164	.47
Bar and sheet metal .....	...	100	100	.02
Cement, brick and lime	3,364	2,948	6,312	1.36
Agricultural implements	1,629	1,676	3,305	.71
Wagons, carriages, tools, etc.	802	1,114	1,916	.41
Wines, liquors and beers	2,112	1,838	3,950	.85
Household goods and furniture	1,199	252	1,451	.31
Merchandise	20,501	13,147	33,648	7.25
Miscellaneous—				
Other commodities not mentioned above.	23,609	12,556	36,165	7.79
Total tonnage—Minnesota	261,551	202,677	464,228	100.00
Total Tonnage—Entire Line	1,263,871	463,243	1,727,114	100.00

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DESCRIPTION OF EQUIPMENT.

ITEM.	No. Added During Year	Total No. at End of Year	Equipment Fitted With Train Brake		Equipment Fitted with Automatic Coupler	
			No.	Name	No.	Name
Locomotives—Owned and leased						
Passenger.....		15	15	Westinghouse.....	15	} See page 64. Standard.
Freight.....	12	65	65	Westinghouse.....	65	
Switching.....		8	8	Westinghouse.....	8	
Total locomotives in service.....	12	88	88		88	
Total locomotives owned.....		88	88			
Cars—Owned and leased—						
In Passenger Service—						
First-class cars.....	6	14	14	Westinghouse.....	6	Gould.
Second-class cars.....		14	14	Westinghouse.....	4	Tower.
Combination cars.....		6	6	Westinghouse.....	4	National.
Emigrant cars.....					14	National.
Dining cars.....					5	National.
Parlor cars.....					1	Gould.
Sleeping cars.....						
Baggage, express and postal cars.....		11	11	Westinghouse.....	4	Gould.
Other cars in passenger serv- ice.....					4	Tower.
					3	National.
Total.....	6	45	45		45	
In Freight Service.—						
Box cars.....	401	1,992	850	Westinghouse.....	550	Trojan.
			1142	New York.....	750	Tow r.
Flat cars.....					602	Standard.
Stock cars.....	151	259	150	Westinghouse.....	150	Standard.
			109	New York.....	75	Tower.
Coal cars.....	101	874	673	New York.....	34	Trojan.
			201	Westinghouse.....	225	Tower.
Tank cars.....					400	Trojan.
Refrigerator cars.....					249	Standard.
Other cars in freight service.....						
Total.....	653	3,125	3,125		3,125	
In Company's Service—						
Officers' and pay cars.....		2	2	New York.....	2	National.
Gravel cars.....	1	52	52	New York.....	52	Standard.
Derrick cars.....		3	3	New York.....	3	Trojan.
Caboose cars.....		37	37	New York.....	30	Trojan.
Other road cars.....		123	16	New York.....	7	Tower.
					84	Standard.
					39	Trojan.
Total.....	1	217	110		217	
Total cars in service.....		3,337	3,290		3,337	
Total cars owned.....		3,337	3,290		3,337	

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EXPLANATORY REMARKS.

Engines—All freight and passenger engines have Leeds coupler on pilots; passenger 14 Tower on tender; 1 Standard on tender; freight 59 Standard on tender, 6 Tower on tender.

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MILEAGE.

A. Mileage of Road Operated (All Tracks).

LINE IN USE—	Line Represented by Capital Stock		Line of Proprietary Companies	Line Operated Under Lease	Line Operated Under Contract, Trackage Etc.	Total Mileage Operated	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs						Iron	Steel
Miles of single track	875.06	127.21	.....	.....	37.00	19.16	558.43	9.76	529.51
Miles of second track .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of third track .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of fourth track .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of yard track and sidings	103.45	14.28	.....	.....	.....	.....	117.68	37.50	80.18
Total Mileage Operated (all tracks) ..	478.51	141.44	.....	.....	37.00	19.16	696.11	*.91	608.69

*Reduction.

B. Mileage of Line Operated by States and Territories (Single Track).

State or Territory—	Line Represented by Capital Stock		Line of Proprietary Companies	Line Operated Under Lease	Line Operated Under Contract, Trackage Etc.	Total Mileage Operated	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs						Iron	Steel
Iowa	285.86	127.21	.....	.....	37.00	4.00	454.07	9.76	440.31
Illinois	89.20	.....	.....	.....	.....	92.00	.....	.....	89.20
Minnesota .....	.....	.....	.....	.....	.....	12.86	.....	.....	.....
Total Mileage Operated (single track) ..	375.06	127.21	.....	.....	37.00	558.43	558.43	9.76	529.51

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OR TERRITORY—	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year.	RAILS	
	Main Line	Branches and Spurs			Iron	Steel
Iowa	285.86	127.21	413.07	.....	9.76	402.31
Illinois	89.20	89.20	89.20
Total mileage owned (single track)	375.06	127.21	502.27	9.76	492.51

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MILEAGE—STATE OF MINNESOTA.

Mileage of Road Operated (All Tracks).

LINE IN USE—	Line Represented by Capital Stock		Line of Property Companies	Line Operated Under Lease	Line Operated Under Contract Etc.	Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs							Iron	Steel
Miles of single track
Miles of second track
Miles of third track
Miles of fourth track
Miles of yard track and sidings
Total Mileage Operated (all tracks)	12.36	.....	.....	.....

B. Mileage of Line Operated by States and Territories (Single Track).

State or Territory—	Line Represented by Capital Stock		Line of Property Companies	Line Operated Under Lease	Line Operated Under Contract Etc.	Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs							Iron	Steel
Minnesota
Total mileage operated (single Track)	12.36

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CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES—	Coal, Tons, Bitumi- nous	Wood, Cords, Soft	Total Fuel Consumed, Tons	Miles Run	Average Pounds Consumed Per Mile
Passenger	648.00	2.00	649.00	17,652	73.05
Freight	1,398.00	4.00	1,400.00	19,588	143.00
Switching					
Construction					
Total	2,046.00	6.00	2,049.00	37,240	110.00
Average cost at distributing point.	\$1.46	\$2.68			

(Page 71.) ACCIDENTS TO PERSONS—STATE OF MINNESOTA.
A. Accidents Resulting from the Movement of Trains, Locomotives or Cars.

KIND OF ACCIDENT	EMPLOYEES													
	Trainmen		Switchmen, Flagmen and Watchmen		Station Men		Shop Men		Trackmen		Other Employees		Total	
	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd
Collisions														
Deraillments														
Parting of trains														
Locomotives or Cars breaking down														
Falling from trains, locomotives, or cars														
Jumping on or off trains, locomotives, or cars														
Struck by trains, locomotives, or cars														
Overhead obstructions														
Other causes—Struck by logs falling off car		1												1
Total		1												1
KIND OF ACCIDENT	OTHER PERSONS												Total	
	PASSENGERS		TRESPASSING		NOT TRESPASSING		Total		SUMMARY					
	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd		
Collisions														
Deraillments														
Parting of trains														
Locomotives or cars breaking down														
Falling from trains, locomotives, or cars														
Jumping on or off trains, locomotives, or cars														
Struck by trains, locomotives, or cars														
At highway crossings														
At stations														
At other points along track		1												
Other causes		1												
Total		1												2
												Employees	1	
												Passengers	1	
												Other persons		
												Total		3

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TELEGRAPH.

A. Owned by Company Making This Report.

Miles of Line	Miles of Wire	Operated by This Co.		Operated by Another Company.		
		Miles of Line	Miles of Wire	Miles of Line	Miles of Wire	Name of Operating Co.
12.86	*12.86	12.86	12.86

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EXPLANATORY REMARKS.

*On poles owned by Western Union Telegraph Co.

16 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 77.)

CAR MILEAGE.

Paid or Allowed for Rolling Stock not the Property of Railroads nor Consigned for Use by Lease.

STATEMENTS OF AMOUNTS PAID FOR ROLLING STOCK NOT OPERATED BY RAILROADS NOR CONSIGNED FOR USE BY LEASE DURING THE YEAR ENDED JUNE 30TH, 1903.

The rates paid for refrigerators are $\frac{3}{4}$ of a cent and 1 cent per car mile; for tanks $\frac{3}{4}$ of a cent per car mile; and for other freight cars 6-10 of a cent per car mile.

Amer. R. T. Co.	265.21	M. H. C. Co.	69.81
Amer. L. S. T. Co.	4.42	Midland Linseed Desp.	63.45
Arbuckles Arlosa Desp.	14.22	Miller Oil Works	12.22
Armour Car Line	1,423.43	M. C. & C.	10.34
Arms Palace Horse Car Co.	3.21	Morris & Co.	12.99
Atlas Engine Works	18.80	Man Oil Co.	5.58
Amer. Cotton O. Co.	10.28	M. R. L.	5.58
Anglo-Amer. R. Co.	10.54	Mann Bros.	1.46
Amer. F. F. L.	2.70	No. & So. R. Stock Co.	26.75
Anglo-Amer. Prov. Co.	4.14	New Eng. Car Co.	18.27
Bay Term.	785.66	Nat. Coop W. W. Co.	2.86
B. S. C. Co.	63.23	Nat. Desp. Line	15.68
Booth C. Stor.	5.92	Omaha Pkg. Co.	4.86
B. & Mfg. Co.	1.26	Peer Tank L.	86.16
Con. G. Co.	15.56	P. Car Line	2.22
Cud. Ref. Line	670.86	Pro. Ship. Desp.	162.61
C. O. T. L. Line	5.04	Pro. Deal. Desp.	128.46
C. C. C. Co.	50.25	Pitts. C. Co.	90.14
Cont. F. Ex.	71.79	P. Stock Ex.	33.76
Cold Blast Transp. Co.	41.94	Procter & Gamble	1.60
C. N. Y. & B. R. Co.	68.42	Par R. Co.	554.21
Crystal Car Line	178.94	Pabst R. L.	3.05
Craig Oil Co.	20.95	Penn. R. Co.	200.16
Cud. Mil. R. Line	23.49	Pitts. Plate Glass Co.	31.59
C. R. R. L.	274.08	Pitts. Oil R. Co.	9.81
Cornplanter Tank Line	3.65	Pitts. & Buffalo	1.86
Dairy Shippers Despatch	137.34	Republic Oil Co.	30.44
Dairy Dealers Despatch	1.55	Rogers Brown Co.	17.12
Deere Plow Co.	1.08	Rend W. P.	.97
Doud Stock Car Co.	4.96	Streets Wes. S. C. L.	896.23
Dold Packing Co., Jacob	19.37	Squire's Car Line	18.29
Emlenton R. Co.	201.61	Sam. C. W. W. Co.	22.14
Fairmont Coal Co.	2.21	Santa F. R. Desp.	1,026.33
Ger. R. Co.	21.88	Swift R. L.	398.07
Ger. Amer. Car Co.	.95	St. L. R. C. Co.	520.34
Ger. Amer. Ref. Line	6.18	So. Desp. L. L.	11.63
Hicks Stock Car Co.	9.16	Swift L. S. Ex.	7.04
Hammond R. Line	9.67	S. R. C. Co.	30.22
Ind. Ref. Co.	64.59	Sterling Tank L.	3.85
Iriquois Line	1.46	T. O. Works	10.02
Kingman & Co.	61.82	The Craig C. Co.	60.01
Key. L. S. Ex.	2.79	Union Tank Line	481.97
King. R. Line	19.36	Un. R. T. Co.	116.04
Key. Pal. H. C. Co.	1.08	West. L. S. Ex.	48.32
Leidecker Tool Co.	.70	Warren Ref. Co.	10.94
Live P. T. Co.	20.53	West. Coal Co.	.15
Lake C. Oil Co.	28.57	West. R. T. Co.	2.01
Lipton Ref. Line	58.14		
Louis Cotton Oil Co.	1.84		
M. D. T. Co.	291.09		
		Total	\$10,275.03

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TAXES AND ASSESSMENTS OF ALL KINDS.

A. For Reporting Company's Owned and Proprietary Lines.

STATE OR TERRITORY—	AD VALOREM TAX		SPECIFIC TAXES				On Prop- erty Owned not Used in Operation and Miscella- neous	Internal Revenue, U. S. Govern- ment	Total
	On the Value of Real and Personal Property	On the Value of Stocks or Bonds, or on Valuation Based on Earn- ings, Dividends, or other Re- sults of Operation	On Stocks, Bonds, Loans, etc.	On Gross or Net Earn- ings, Reve- nue, or Dividends	On Traffic or Some Phys- ical Quality of Property Operated, or on Privilege				
Minnesota .....	.....	.....	.....	\$951.82	.....	.....	.....	\$951.82
Iowa	\$57,953.41	.....	.....	.....	.....	.....	.....	57,953.41
Illinois	23,111.28	.....	.....	.....	.....	.....	.....	23,111.28
Total	\$80,754.69	.....	.....	\$951.82	.....	.....	.....	\$81,716.51

Minneapolis Eastern Railway Co.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Minneapolis Eastern Railway Co.
2. Date of organization? June 18, 1878.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Chapter 34, General Statutes of Minnesota, 1878.

(Page 2.)

EXPLANATORY REMARKS.

The information given in this report is necessarily incomplete, as this Company is only a local switching line in the City of Minneapolis. Its business is merely transferring cars from one railroad to another, or from a railroad to an industry. The way bills covering contents of these cars never reach our hands, and we have no way of, or interest in knowing what the contents of the cars are.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
F. A. Chamberlain	Minneapolis, Minn.	Directors elected June 8th, 1903, for one year and hold over for want of any subsequent election.
Marvin Hughitt	Chicago, Ill.	
H. R. Williams	Chicago, Ill.	
Roswell Miller	Chicago, Ill.	
E. D. Sewall	Minneapolis, Minn.	
W. H. Norris	Minneapolis, Minn.	
E. E. Woodman	St. Paul, Minn.	
Thos. Wilson	St. Paul, Minn.	
J. T. Clark	St. Paul, Minn.	
A. W. Trenholm	St. Paul, Minn.	

Total number of stockholders at date of last election? Ten.
 Date of last meeting of stockholders for election of directors? June 8th, 1903.
 Give post-office address of general office? Minneapolis, Minn.
 Give post-office address of operating office? Minneapolis, Minn.
 Give name and address of officer to whom correspondence regarding this report should be addressed? L. A. Robinson, Auditor, St. Paul.

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OFFICERS.

Title.	Name.	Location of Office.
President	F. A. Chamberlain,	Minneapolis, Minn.
Vice-President	A. J. Earling.....	Chicago, Ill.
Secretary	E. D. Sewall.....	Minneapolis, Minn.
Treasurer	E. D. Sewall.....	Minneapolis, Minn.
Attorney	W. H. Norris.....	Minneapolis, Minn.
Auditor	L. A. Robinson.....	St. Paul, Minn.

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PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad, the Operations of which are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a Main line.
 - b Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon the earnings or other considerations.
5. Line operated under Trackage Rights.

NAME—	TERMINALS		Miles of Line for Each Class of Roads Named
	From	To	
Minneapolis Eastern Ry.....	Main line in Minnesota.....	1.13
Total	1.13

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PROPERTY OPERATED.

Minneapolis Eastern Ry.....	Main line in Minnesota.....	1.13
Total	1.13

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EXPLANATORY REMARKS.

The total mileage of main line is 2.94 miles; of this amount 1.81 miles situated in East Minneapolis is not operated, leaving 1.13 miles of operated main line.

(Page 17.)

CAPITAL STOCK.

DESCRIPTION—	Number of Shares Author- ized	Par Value of Shares	Total Par Value Author- ized	Total Am't Issued and Out- standing	Dividends Declared During Year	
					Rate Per Cent	Amount
Capital stock.....	10,000	\$100.00	\$1,000,000	\$30,000	.....	.....
Total.....	10,000	\$100.00	\$1,000,000	\$30,000	.....	.....

MANNER OF PAYMENT FOR CAPITAL STOCK.

	Number of Shares Issued dur- ing year.	Cash Realized on Amount Issued during Year	Total No. Shares Issued and Outstand- ing.	Total Cash Realized.
Issued for all cash.....	300	\$30,000.00
Total.....	300	\$30,000.00

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

CLASS OF BOND OR OBLIGATION.	TIME		Amount of Authorized Issue	Amount Issued	Amount Outstanding	Cash Realized on Amount Issued	INTEREST			
	Date of Issue	When Due					Rate Pr. Ct.	When Payable	Amt. Accrued During Year	Amount Paid During Year
First mortgage.....	Jan. 1 1878	Jan. 1 1909	\$150,000.00	\$150,000.00	\$150,000.00	\$120,000.00	7½	Jan. 1 and July 1	\$10,500.00	\$28,700.00
Mortgage bonds, .....	.....	.....	\$150,000.00	\$150,000.00	\$150,000.00	\$120,000.00	.....	.....	\$10,500.00	\$28,700.00
Grand total, .....	.....	.....	\$150,000.00	\$150,000.00	\$150,000.00	\$120,000.00	.....	.....	\$10,500.00	\$28,700.00

RECAPITULATION OF FUNDED DEBT.

(Page 23.)

CLASS OF DEBT—	Amount Issued	Amount Outstanding	INTEREST	
			Amount Accrued during Year	Amount Paid during Year
Mortgage bonds—Page 19				
Miscellaneous obligations—page 19				
Income bonds—page 19				
Equipment trust obligations—page 21				
Total	\$150,000.00	\$150,000.00	\$10,500.00	\$28,700.00
	\$150,000.00	\$150,000.00	\$10,500.00	\$28,700.00

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1903.	
Cash	\$1,905.27	Receiver's certificates	
Bills receivable		Loans and bills payable	
Due from agents		Audited vouchers and accounts	\$3,140.68
Due from solvent companies and individuals	1,254.20	Wages and salaries	1,450.29
Net traffic balances due from other companies	2,462.35	Net traffic balances due to other companies	
Other cash assets (excluding "Materials and Supplies")*		Dividends not called for	
		Matured interest coupons unpaid (inc. coupons due July 1)	
		Rents due July 1	
		Miscellaneous	
Total—Cash and current assets	\$5,621.82	Total—Current liabilities	\$4,590.97
Balance—Current liabilities		Balance—Cash assets	1,030.85
Total	\$5,621.82	Total	\$5,621.82

*Materials and supplies on hand, \$2,625.01.

(See General Balance Sheet—page 49.)

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RECAPITULATION.

A. For Mileage owned by Road making this Report.

ACCOUNT—	Total Amount Outstanding	APPORTIONMENT		AMOUNT PER MILE OF LINE	
		To Railroads	To Other Properties	Miles	Amount
Capital stock—page 17.....	\$20,000.00	\$20,000.00	.....	2.94	\$10,204
Bonds—page 19 (grand total).....	150,000.00	150,000.00	.....	2.94	51,020
Equipment trust obligations—page 21.....	.....	.....	.....	.....	.....
Total.....	\$180,000.00	\$180,000.00	.....	2.94	\$61,224

B. For Mileage Operated by Road making this Report (Trackage Rights excluded), the Operations of Which are Included in the Income Account—Page 31.

NAME OF ROAD—	Capital Stock	Funded Debt	Total	AMOUNT PER MILE OF LINE	
				Miles	Amount
Minneapolis Eastern Railway Co.	\$20,000.00	\$150,000.00	\$180,000.00	2.94	\$61,224
Grand Total	\$20,000.00	\$150,000.00	\$180,000.00	2.94	\$61,224

MINNEAPOLIS EASTERN RAILWAY COMPANY.

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(Page 27.) COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM—	Expenditures During Year				Total Cost to June 30, 1902	Total Cost to June 30, 1905	Cost Per Mile
	Included in Operating Expenses	Not Included in Operating Expenses		Total			
		Charged to Income Account as Permanent Improvements	Charged to Construction or Equipment				
CONSTRUCTION :							
Engineering					\$4,302.67	\$4,302.67	\$1,493.49
Right of way and station grounds.....					90,073.02	90,073.02	30,637.08
Grading					19,095.56	19,095.56	6,495.09
Stone retaining wall	\$5,139.88				53,049.70	53,049.70	18,044.12
Bridges, trestles, and culverts					4,774.85	4,774.85	1,634.10
Ties					21,048.42	21,048.42	7,159.33
Rails					1,786.81	1,786.81	607.76
Track fastenings							
Frogs and switches					2,519.02	2,519.02	856.81
Ballast							
Track laying and surfacing							
Fencing right of way							
Crossings, cattle guards, and signs							
Interlocking or signal apparatus							
Telegraph lines					426.75	426.75	145.15
Station buildings and fixtures					2,252.70	2,252.70	766.22
Shops, roundhouse, and turntables							
Shop machinery and tools							
Water stations							
Fuel stations							
Grain elevators							
Storage warehouses							
Docks and wharves							
Electric light plants							
Electric motive power plants							
Gas-making plants							
Miscellaneous structures							
Elevating tracks, City of Chicago					912.20	912.20	310.27
Legal expenses					35,109.69	35,109.69	11,942.07
Interest and discount					16,272.98	16,272.98	5,535.01
General expenses							
Total construction	\$5,139.88				\$251,624.32	\$251,624.32	\$85,586.50

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COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS—Continued.

ITEM—	Expenditures During Year			Total Cost to June 30, 1902	Total Cost to June 30, 1903	Cost per Mile
	Included in Operating Expenses	Not Included in Operating Expenses	Charged to Construction or Equipment			
		Charged to Income Account as Permanent Improvements				
EQUIPMENT:						
Locomotives				\$25,506.67	\$23,506.67	\$7,995.46
Passenger cars						
Sleeping, parlor, and dining cars						
Baggage, express, and postal cars						
Combination cars						
Freight cars						
Others cars of all classes						
Floating equipment						
Total equipment	\$5,189.38			\$25,506.67	\$23,506.67	\$7,995.46
Total construction—page 27				251,634.32	251,634.32	\$5,586.50
Grand total cost construction, equipment, etc	\$5,189.38			\$277,180.99	\$275,180.99	\$98,581.96
Total cost construction, equipment, etc.—State of Minnesota				\$277,180.99	\$275,180.99	\$98,581.96

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INCOME ACCOUNT.

For Roads Making Operating Reports.

Gross earnings from operation—page 35.....	\$71,950.32	
Less operating expenses—page 45.....	44,883.32	
Income from operation		\$27,067.00
Total income		\$27,067.00
Deductions from Income:		
Interest on funded debt accrued—page 23.....	\$10,500.00	
Taxes—page 79, A.....	2,097.07	
Total deductions from income		\$12,597.07
Net income		\$14,469.93
Surplus from operations of year ending June 30, 1903..		\$14,469.93
Surplus on June 30, 1902 (from "General Balance Sheet." 1902 report).....		84,317.92
Surplus on June 30, 1903 (For entry on "General Balance Sheet," page 51)		\$98,787.85

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

(Page 35.)

ITEM—	Gross Earnings from Business Originating and Terminating in State of Minnesota	Deductions Account of Repayments Etc.	Actual Earnings	Gross Earnings from Interstate Business Accruing to State of Minnesota, Divided on Straight Mileage Basis	Deductions Account of Repayments Etc.	Actual Earnings	Total Gross Earnings, Including Local and Interstate Business Accruing to State of Minnesota
PASSENGER—							
Passenger revenue							
Less repayments—							
Tickets redeemed							
Excess fares refunded							
Total deductions							
Total passenger revenue							
Mall							
Express							
Extra baggage and storage							
Other items							
Total passenger earnings							
FREIGHT—							
Freight revenue							
Less repayments—							
Overcharge to shippers							
Other repayments							
Total deductions							
Total freight revenue							
Other items							
Total freight earnings							
OTHER EARNINGS FROM OPERATION—							
Switching charges Bal							
Car Mileage—Balance			\$71,930.32				
Telegraph Companies							
Rents from tracks, yards, and terminals—page 41							
Rents not otherwise provided for							
Total other earnings							
Total gross earnings from operation—Minnesota			\$71,930.32				
Total gross earnings from operation—Entire line			\$71,930.32				

All in State of Minnesota.

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OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

Repairs of Roadway	\$8,847.04
Renewals of rails	575.88
Renewals of ties	421.88
Repairs and Renewals of Bridges and Culverts	1,204.88
Repairs and Renewals of Buildings and Fixtures	958.19
Total	\$11,507.57

MAINTENANCE OF EQUIPMENT.

Repairs and Renewals of Locomotives	3,385.90
Repairs and Renewals of Freight Cars	984.69
Total	\$4,370.59

CONDUCTING TRANSPORTATION.

Engine and Roundhouse Men	5,028.45
Fuel for Locomotives	9,184.20
Water Supply for Locomotives	323.10
Oil, Tallow, and Waste for Locomotives	276.04
Train Service	42.12
Switchmen, flagmen, and watchmen	9,076.15
Hire of Equipment—Balance	189.73
Loss and Damage	19.97
Injuries to persons	464.00
Rents of buildings and other property	100.00
Other expenses	1,111.20
Total	\$25,824.96

GENERAL EXPENSES.

Salaries of Clerks and Attendants	2,429.86
General Office Expenses and Supplies	738.64
Stationery and Printing (General Officers)	112.20
Total	\$3,280.20

RECAPITULATION OF EXPENSES.

Maintenance of Way and Structures	11,507.57
Maintenance of Equipment	4,270.59
Conducting Transportation	25,824.96
General Expenses	3,280.20
Grand total	\$44,883.32
Percentage of Expenses to Earnings—Entire Line	62.24

OPERATING EXPENSES—STATE OF MINNESOTA

Maintenance of Way and Structures	\$11,507.57
Maintenance of Equipment	4,270.59
Conducting Transportation	25,824.96
General Expenses	3,280.20
Total	\$44,883.32
Percentage of expenses to earnings—Minnesota	62.24

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(Page 47.)

RENTS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.

Designation of Property.	Situation of Property.	Company Owning Property.	Total.
Short spur track....	Minneapolis.....	Minneapolis Union Ry. Co.....	\$100 00
Total.....	.....	.....	\$100.00

COMPARATIVE GENERAL BALANCE SHEET.

(Page 40.)

JUNE 30, 1902		JUNE 30, 1903		YEAR ENDING JUNE 30, 1903	
Item	Total	Item	Total	Increase	Decrease
ASSETS—					
Cost of road—page 27	\$251,624.32	Cost of road—page 27	\$251,624.32		
Cost of equipment—page 29	25,506.67	Cost of equipment—page 29	23,506.67		\$2,000.00
Stocks owned—page 37		Stocks owned—page 37			
Bonds owned—page 39		Bonds owned—page 39			
Other permanent investments		Other permanent investments			
Cash and current assets—page 23		Cash and current assets—page 23			
4,467.69					
Land owned		Land owned	5,621.62	\$1,154.13	
Other Assets—		Other Assets—			
Equipment trusts		Equipment trusts			
3,366.25		Materials and supplies	2,626.01		740.24
Sinking fund		Sinking fund			
Sundries		Sundries			
Profit and loss—page 31 (or 33)		Profit and loss—page 31 (or 33)			
Grand total	\$284,984.93	Grand total	\$283,378.82		\$1,606.11

COMPARATIVE GENERAL BALANCE SHEET.

(Page 51.)

JUNE 30, 1902		JUNE 30, 1903		YEAR ENDING JUNE 30, 1903	
Item	Total	Item	Total	Increase	Decrease
LIABILITIES—					
Capital stock—page 17	\$20,000.00	Capital stock—page 17	\$20,000.00		
Funded debt—page 23	150,000.00	Funded debt—page 23	150,000.00		
Current liabilities—page 23	20,667.01	Current liabilities—page 23	4,590.97		\$16,076.04
Real estate mortgages		Real estate mortgages			
Accrued interest on funded debt not yet payable		Accrued interest on funded debt not yet payable			
84,317.92			98,787.85	\$14,469.93	
Profit and loss Page 31 (or 33)		Profit and loss Page 31 (or 33)			
Grand total	\$284,984.93	Grand total	\$283,378.82		\$1,606.11

SECURITY FOR FUNDED DEBT—Page 23.

(Page 57.)

CLASS OF BOND OR OBLIGATION—	WHAT ROAD MORTGAGED		Miles	Amount of Mortgage Per Mile of Line	What Equip- ment Mortg'd	What Income Mort- gaged	What Securities Mort- gaged
	From	To					
First mortgage bonds	Mpls. Union Ry.	C. M. & St. P. Ry.	.57	51,020	Whol	road and	equipm't
First mortgage bonds	Mpls. Union Ry.	Pellisade Mill	.56	51,020			
First mortgage bonds	Mpls. Union Ry.	Pillsbury "A", Alley line.	1.18	51,020			
First mortgage bonds	Mpls. Union Ry.	Pillsbury "A", Mainstreet line.	.63	51,020			
			2.94	51,020			

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EMPLOYEES AND SALARIES—STATE OF MINNESOTA.

CLASS—	Number	Total No. of Days Worked	Total Yearly Compensa- tion	Average Daily Compensa- tion
General Officers				
Other Officers				
General Office Clerks	3	939	\$2,179.40	\$2.32
Station Agents				
Other Station Men				
Enginemen	3	1,254	3,262.45	2.60
Firemen	3	840	1,764.00	2.10
Conductors				
Other Trainmen				
Machinists				
Carpenters				
Other Shopmen				
Section foremen	1	313	600.00	1.92
Other Trackmen	4	1,388	2,082.00	1.50
Switchmen, Flagmen and Watchmen	8	3,494	9,435.89	2.70
Telegraph Operators and Dispatchers				
Employees—Account Floating Equipment				
All other Employees and Laborers	2	464	890.72	1.92
Total (Including "General Officers")—				
Minnesota	24	8,692	\$20,214.46	\$2.32
Less "General Officers"				
Total (excluding "General Officers")—				
Minnesota	24	8,692	\$20,214.46	\$2.32
DISTRIBUTION OF ABOVE:				
General Administration	3	939	2,179.40	2.32
Maintenance of Way and Structures	5	1,701	2,682.00	1.52
Maintenance of Equipment				
Conducting Transportation	18	6,052	15,353.06	2.54
Total (Including "General Officers")—				
Minnesota	24	8,692	\$20,214.46	\$2.32
Less "General Officers"				
Total (excluding "General Officers")—				
Minnesota	24	8,692	\$20,214.46	\$2.32
Total (Including "General Officers")	24	8,692	\$20,214.46	2.32
Entire Line	24		20,214.46	2.32

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TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE.

Same as 61A.

17 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 61A.)

TRAFFIC AND MILEAGE STATISTICS—STATE OF MINNESOTA.

ITEM—	Column for No. Passen- gers, Tonnage, Car Mileage, No. Cars, etc.	Columns for Revenue and Rates.
		Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue.....		
Number of passengers carried one mile.....		
Number of passengers carried one mile per mile of road.....		
Average distance carried, miles.....		
Total passenger revenue—Page 35.....		
Average amount received from each passenger.....		
Average receipts per passenger per mile.....		
Total passenger receipts—Page 35.....		
Passenger receipts per mile of road.....		
Passenger receipts per train mile.....		
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue— Page 63.....		
Number of tons carried one mile.....		
Number of tons carried one mile per mile of road.....		
Average distance haul of one ton, miles.....		
Total freight revenue—Page 35.....		
Average amount received for each ton of freight.....		
Average receipts per ton per mile.....		
Total freight receipts—Page 35.....		
Freight receipts per mile of road.....		
Freight earnings per train mile.....		
TOTAL TRAFFIC—		
Gross receipts from operation—Page 35.....		\$71,950.32
Gross receipts from operation per mile of road.....		63,672.85
Gross receipts from operation per train mile.....		
Operating expenses—Page 45.....		44,883.32
Operating expenses per mile of road.....		39,719.75
Operating expenses per train mile.....		
Deficit from operation—Page 31.....		27,067.00
Deficit from operation per mile of road.....		23,953.09
CAR MILEAGE, ETC.—		
Mileage of passenger cars.....		
Average number of passenger cars per train mile.....		
Average number of passengers per train mile.....		
Mileage of loaded freight cars—North or East.....		
Mileage of loaded freight cars—South or West.....		
Mileage of empty freight cars—North or East.....		
Mileage of empty freight cars—South or West.....		
Average number of freight cars per train mile.....		
Average number of loaded cars per train mile.....		
Average number of empty cars per train mile.....		
Average number of tons of freight per train mile.....		
Average number of tons of freight per loaded car mile.....		
Average mileage operated during year.....		
	Miles.	Miles.
TRAIN MILEAGE—		
Mileage of revenue passenger trains.....		
Mileage of locomotives employed in "helping" passen- ger trains.....		
Percentage of "helping" to revenue train mileage, per cent.....		
Mileage of revenue mixed trains.....		
Mileage of revenue freight trains.....		
Mileage of locomotives employed in "helping" mixed and freight trains.....		
Percentage of "helping" to revenue train mileage, per cent.....		
Total revenue train mileage.....		
Mileage of nonrevenue trains.....		

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FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

See explanatory remarks on page 27.

17 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 65.)

DESCRIPTION OF EQUIPMENT.

ITEM.	No. Added During Year	Total No. at End of Year	Equipment Fitted With Train Brake		Equipment Fitted With Automatic Coupler	
			No.	Name	No.	Name
Locomotives—Owned and leased						
Passenger						
Freight						
Switching		2	2	{ Westinghouse air brake.... }	2	{ Chicago spring coupler.
Total locomotives in service		2	2	{ Westinghouse air brake.... }	2	{ Chicago spring coupler.
Less locomotives leased						
Total locomotives owned		2	2	{ Westinghouse air brake.... }	2	{ Chicago spring coupler.
Cars—Owned and leased:						
In Passenger Service—						
First-class cars						
Second-class cars						
Combination cars						
Emigrant cars						
Dining cars						
Parlor Cars						
Sleeping Cars and Tourist Cars						
Baggage, express and postal cars						
Other cars in passenger ser- vice						
Total						
In Freight Service—						
Box cars						
Flat Cars, and Coal Cars						
Stock cars						
Coal cars						
Tank cars						
Refrigerator cars						
Other cars in freight ser- vice						
Total						
In Company's Service—						
Officers' and pay cars						
Gravel Cars						
Derrick cars						
Caboose cars						
Other road cars						
Boarding Cars						
Total						
Total cars in service						
Total cars owned						
Cars contributed to fast freight line service						

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MILEAGE

A. Mileage of Road Operated (All Tracks).

LINE IN USE—	Line Represented by Capital Stock		Line of Property Companies	Line Operated Under Lease	Line Operated Under Contract, Rights, Etc.	Total Mileage Operated	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs						Iron	Steel
Miles of single track	1.13	.....	.....	.....	.....	1.13	.....	.....	1.13
Miles of second track .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of third track .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of fourth track	1.26	.....	.....	.....	.....	1.26	.....	.....	1.26
Miles of yard track and sidings .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total mileage operated (all tracks)	2.39	.....	.....	.....	.....	2.39	.....	.....	2.39

B. Mileage of Line Operated by States and Territories (Single Track).

STATE OR TERRITORY—	Line Represented by Capital Stock	Line of Property Companies	Line Operated Under Lease	Line Operated Under Contract, Rights, Etc.	Total Mileage Operated	New Line Constructed During Year	RAILS
Minnesota	1.13	.....	.....	.....	1.13	.....	Iron
Total Mileage Operated (single track) ..	1.13	.....	.....	.....	1.13	.....	Steel

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OR TERRITORY—	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs			Iron	Steel
Minnesota	2.94	2.94	2.94
Total mileage owned (single track)	2.94	2.94	2.94

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(Page 67B.)

MILEAGE—STATE OF MINNESOTA.

(Same as 67.)

(Page 69.)

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind	Tons	Weight Per Yard. Pounds	Av. Price Per Ton at Distribut'g Point. Dollars	Kind	Number	Av. Price at Distributing Point. Cents
Steel.....	16	60.00	32.40	300 White Oak Cross Ties.....	300	79
Total..	16	60.00	32.40	Total	300	79

CONSUMPTION ON COAL BY LOCOMOTIVES—ENTIRE LINE.

LOCOMOTIVES—	Coal, Tons. Anthracite	Coal, Tons. Bituminous	Wood, Cord. Soft	Total Fuel Consumed Tons	Miles Run	Average Pounds Consumed Per Mile
Switching.....	292	1,733	14	2,032	Cannot give	
Total.....	292	1,733	14	2,032		
Average cost at distributing point....	\$7.00	\$4.10	\$1.82	\$4.46		

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ACCIDENTS TO PERSONS—STATE OF MINNESOTA.
A. Accidents Resulting from the Movement of Trains, Locomotives or Cars.

KIND OF ACCIDENT	EMPLOYEES													
	Trainmen		Switchmen, Flagmen and Watchmen		Station Men		Shop Men		Trackmen		Other Employees		Total	
	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd
Coupling or uncoupling														
Collisions														
Derailments														
Parting of trains														
Locomotives or Cars breaking down														
Falling from trains, locomotives, or cars														
Jumping on or off trains, locomotives, or cars														
Struck by trains, locomotives, or cars			1											1
Overhead obstructions				1										1
Other causes														
Total			1	2									1	2
KIND OF ACCIDENT	PASSENGERS		OTHER PERSONS						SUMMARY				Total	
			Trespassing		Not Trespassing		Total							
	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd
Collisions														
Derailments														
Parting of trains														
Locomotives or cars breaking down														
Falling from trains, locomotives, or cars														
Jumping on or off trains, locomotives, or cars														
Struck by trains, locomotives, or cars														
At highway crossings														
At stations														
At other points along track														
Other causes														
Total													1	2

REPORT RAILROAD AND WAREHOUSE COMMISSION.

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

(Page 75.)

WORKING DIVISIONS OR BRANCHES			ALIGNMENT			PROFILE						
From	To	Miles	Num- ber Curves	Agg'gate Length of Curved Line Miles	Length of Straight Line Miles	Length of Level Line Miles	No.	Sum of Ascents Feet	Aggregate Length of Ascending Grades Miles	Descending Grades	Sum of Descents Feet	Aggregate Length of Descending Grades Miles
All in City of Minneapolis— Main line— Mpls. Union Ry..... Mpls. Union Ry..... Total main line.....	lia.											
	C. M. & St. P. Ry	.57	7	.29	.28							
	Palisade mill	.56	6	.40	.16							
		1.13	13	.69	.44							
East Minneapolis line Mpls. Union Ry..... Mpls. Union Ry..... Total E. Mpls. line..	Pillsbury "A" mill, (alley line).....	1.18		.32	.86			We have no profile				
	Pillsbury "A" mill, (Main st. line).....	.63		.10	.53							
		1.81		.42	1.39							
		2.94	13	1.11	1.83							

We have no profile

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CHARACTERISTICS OF ROAD—Continued—STATE OF MINNESOTA.

Bridges, Trestles, Tunnels, Etc.

ITEM.	Number	Aggregate Length Feet	Minimum Length Feet	Maximum Length Feet	ITEM	Number	Height of Lowest Above Surface of Rail Ft. In.
Bridges—					Overhead Highway Crossings—		
Stone.....	1	314			Bridges.....	1	17.03
Iron.....					Conduits.....	1	17.10
Wooden.....					Trestles.....	2	
Combination.....					Total.....		
Total.....	1	314			Overhead Railway Crossings—		
					Bridges.....		
					Conduits.....		
					Trestles.....		
					Total.....		
Trestles.....	1	1,130			Tunnels.....		
Tunnels.....							

Gauge of track, 4 feet 8½ inches. 2.94 miles.

TAXES AND ASSESSMENTS OF ALL KINDS.

(Page 78.)

STATE OR TERRITORY—	AD VALOREM TAX		SPECIFIC TAXES				Internal Revenue, U. S. Government	Total
	On the Value of Real and Personal Property	On the Value of Stocks or Bonds, or on Valuation Based on Earnings, Dividends, or other Results of Operation	On Stocks, Bonds, Loans, etc.	On Gross or Net Earnings, Revenue, or Dividends	On Traffic or Some Physical Quality of Property Operated, or on Privilege	On Property Owned and Used in Operation and Miscellaneous		
Minnesota	\$2,097.07	.....	.....	.....	.....
Total	\$7,097.07	.....	.....	.....	\$2,097.09

Minneapolis & St. Louis Railroad Company.

(Page 3.)

HISTORY.

1. Name of common carrier making this report: The Minneapolis & St. Louis Railroad Company.
2. Date of organization? Nov. 1st, 1894.
3. Under laws of what Government, State, or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof.

Under laws of Minnesota and Iowa. The original Minneapolis and St. Louis Railway Company was a Minnesota corporation, created March 3, 1853, by Chapter 66, Special Laws 1853, by the name of the Minnesota Western Railroad Company. By authority of Chapter 57, Special Laws 1870, it changed its name to the Minneapolis and St. Louis Railway Company, such action being taken by a resolution of the Board of Directors adopted May 26th, 1870. The Minneapolis and Duluth Railroad Company was organized by certain special stockholders of the Minneapolis and St. Louis Railway Company, on April 24th, 1871, by authority contained in its original charter, and amendments thereto.

The Minnesota and Iowa South Railroad Co. was an Iowa Corporation, created under the general laws of Iowa, in 1878. The Fort Dodge & Fort Ridgley Railroad Company was an Iowa corporation, incorporated under the general laws of Iowa on July 24th, 1876. On April 20th, 1881, the Minneapolis and St. Louis Railway Company, the Minneapolis & Duluth R. R. Co., the Minnesota & Iowa Southern and the Fort Dodge and Fort Ridgley Companies were consolidated into one Company, by the name of the Minneapolis & St. Louis Railway Company, a railroad corporation of Minnesota and Iowa. On June 25th, 1888, the Minneapolis & St. Louis Railway Co. went into the hands of a Receiver. Its property was sold under decree of foreclosure on October 11th, 1894, and reorganized under the name of the Minneapolis and St. Louis Railroad Company on November 26, 1894. In order to preserve the corporate rights in the several states, that portion of the property which lies in State of Iowa was conveyed to a committee who, on January 18th, 1895, organized a corporation known as the Minneapolis and St. Louis Railroad & Telegraph Company of Iowa, which was formally consolidated with the Minneapolis & St. Louis Railroad Co., on the first day of February, 1895, under the present corporate name of The Minneapolis & St. Louis Railroad Company. The present reorganization is under the general laws of the states of Minnesota and

Iowa. Under such reorganization all the charter rights contained in the original special act of the legislature of Minnesota, under which the original company was created, are retained in the new corporation.

This is to furnish you information to answer a question suggested by the Interstate Commerce Commission, submitted this morning by Mr. Scott.

The following is a reference to the original and special act of incorporation, and the amendments thereto:

Minnesota Western R. R. Co., incorporated by Ch. 66, S. L. 1853, approved March 3, 1853.

Amended Ch. 65, S. L. 1855, App. Feb. 26, 1855.

Amended Ch. 117, S. L. 1869, App. Mch. 5, 1869.

Amended Ch. 57, S. L. 1870, App. Feb. 4, 1870. (This amendment authorizes change of name by resolution, to take effect after public notice of such change has been given for one month in any daily paper published in Minneapolis.)

Resolution changing name adopted by Board of Directors, May 26, 1870.

Charter amended Ch. 71, S. L. 1871, App. Feb. 25, 1871.

Amended Ch. 96, S. L. 1872, App. Feb. 23, 1872.

Amended Ch. 124, S. L. 1872, App. Feb. 20, 1872.

Amended Ch. 72, S. L. 1878, App. Mch. 9, 1878.

Amended Ch. 34, S. L. 1877, App. Feb. 24, 1877.

Amended Ch. 80, S. L. 1878, App. Mch. 11, 1878.

Amended Ch. 185, S. L. 1879, App. Mch. 4, 1879.

Amended Ch. 118, S. L. 1861, App. Feb. 4, 1861.

Amended Ch. 113, S. L. 1881, App. Mch. 2, 1881.

Chapter 94, G. L. 1881.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same.

Not a consolidated company.

6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Minneapolis & St. Louis Railway Co. Reorganized Nov. 1st, 1894.

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ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
F. H. Davis.....	New York, N. Y.....	Oct. 1903
L. F. Day.....	Minneapolis, Minn.....	Oct. 1903
J. E. Searles.....	New York, N. Y.....	Oct. 1903
Edwin Hawley.....	New York, N. Y.....	Oct. 1904
F. E. Palmer.....	New York, N. Y.....	Oct. 1904
L. C. Weir.....	New York, N. Y.....	Oct. 1904
Geo. Crocker.....	New York, N. Y.....	Oct. 1905
H. E. Huntington.....	New York, N. Y.....	Oct. 1905
Edwin Langdon.....	New York, N. Y.....	Oct. 1905

Total number of stockholders at date of last election? 484.

Date of last meeting of stockholders for election of directors? October 7th, 1902.

Give post-office address of general office? Minneapolis, Minn.

Give post-office address of operating office? Minneapolis, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? L. G. Scott, Auditor, Minneapolis, Minn.

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OFFICERS.

Title.	Name.	Location of Office.
President	Edwin Hawley.....	New York, N. Y.
Vice-President	L. F. Day.....	Minneapolis, Minn.
Secretary and Asst. Treas.....	Joseph Gaskell.....	Minneapolis, Minn.
Treasurer	F. H. Davis.....	New York, N. Y.
General Attorney.....	Albert E. Clarke.....	Minneapolis, Minn.
Auditor	L. G. Scott.....	Minneapolis, Minn.
General manager	L. F. Day.....	Minneapolis, Minn.
Chief engineer	H. G. Kelley.....	Minneapolis, Minn.
General superintendent.....	M. Sweeney.....	Minneapolis, Minn.
Superintendent	W. T. Noonan.....	Minneapolis, Minn.
Superintendent Machinery and Equipment	Geo. D. Brooke.....	Minneapolis, Minn.
General freight agent.....	W. M. Hopkins.....	Minneapolis, Minn.
Assistant General Freight Agent	J. L. Blake.....	Minneapolis, Minn.
General Passenger and Ticket Agent	A. B. Cutts.....	Minneapolis, Minn.
General baggage agent.....	A. B. Cutts.....	Minneapolis, Minn.

PROPERTY OPERATED—STATE OF MINNESOTA.

(Page 9A.)

(For Roads Making Operating Reports.)

Name of Every Railroad, the Operations of which are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a Main line.
 - b Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon the earnings or other considerations.
5. Line operated under Trackage Rights.

NAME—	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
1. a The Minneapolis & St. Louis R. R. Co.	Minneapolis, Minn.	Iowa State Line	175.02	121.98
b The Minneapolis & St. Louis R. R. Co.	Hopkins, Minn.	So. Dakota State Line	1.46	1.46
b The Minneapolis & St. Louis R. R. Co.	Manitou Junction, Minn.	Tonka Bay, Minn.	20.22	20.22
b The Minneapolis & St. Louis R. R. Co.	Winthrop, Minn.	New Ulm, Minn.	69.94	69.94
b The Minneapolis & St. Louis R. R. Co.	Winthrop, Minn.	Iowa State Line	236.63	236.63
5. Northern Pacific Ry. Co.	St. Paul, Minn.	Minneapolis, Minn.	10.11	10.11
Total .....	.....	.....	.....	388.72

PROPERTY OPERATED.

(Page 9.)

1. a The Minneapolis & St. Louis R. R. Co.	Minneapolis, Minn.	Angus, Ia.	260.04
b The Minneapolis & St. Louis R. R. Co.	Kalo Junction, Ia.	Kalo, Iowa	1.46
b The Minneapolis & St. Louis R. R. Co.	Hopkins, Minn.	Watertown, S. D.	215.10
b The Minneapolis & St. Louis R. R. Co.	Manitou Junction, Minn.	Tonka Bay, Minn.	1.46
b The Minneapolis & St. Louis R. R. Co.	Winthrop, Minn.	Storm Lake, Iowa	153.48
5. Northern Pacific Ry. Co.	St. Paul, Minn.	Minneapolis, Minn.	371.69
Total	10.11
.....	641.84

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PROPERTY OPERATED—Continued.

Name of all Coal, Bridge, Canal, or other Properties, the Earnings and Expenses of which affect the General Balance Sheet—Pages 49 and 51.

Name	Character of Business.	Title, Owned, Leased etc.	State or Territory.
Lake Park Hotel— Lake Minnetonka	Summer resort.	*Own $\frac{1}{2}$ interest.....	Minnesota.

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EXPLANATORY REMARKS.

* Owned one-half interest up to Nov. 21st, 1902. Subsequent to that date hotel property is owned by Thos. Lowry.

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(Page 17.)

CAPITAL STOCK.

DESCRIPTION—	Number of Shares Authorized	Par Value of Shares	Total Par Value Authorized	Total Am't Issued and Outstanding	Dividends Declared During Year	
					Rate Per Cent	Amount
Capital stock—						
Common	80,000	\$100.00	\$8,000,000	\$8,000,000	5	\$300,000
Preferred	40,000	100.00	4,000,000	4,000,000	5	200,000
Total	100,000	\$100.00	\$10,000,000	\$10,000,000	5	\$500,000

MANNER OF PAYMENT FOR CAPITAL STOCK.

	Number of Shares Issued during year.	Cash Realized on Amount Issued during Year	Total No. Shares Issued and Outstanding.	Total Cash Realized.
Issued for cash.....				
Issued for construction—				
Common	None	Issued during the year.		
Preferred				
Issued for reorganization —				
Common				
Preferred				
Total				

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FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

CLASS OF BOND OR OBLIGATION.	TIME		Amount of Authorized Issue	Amount Issued	Amount Outstanding	Cash Realized on Amount Issued	INTEREST			
	Date of Issue	When Due					Rate Pr Ct.	When Payable	Amt. Accrued During Year	Amount Paid During Year
Mortgage bonds	1-1 1877	1-1 1907	\$455,000.00	\$455,000.00	\$455,000.00	No record.	7	J. & J.	\$31,850.00	\$31,850.00
Mortgage bonds	2-1 1877	2-1 1927	1,100,000.00	1,100,000.00	950,000.00	No record.	7	J. & D.	66,500.00	66,500.00
Mortgage bonds	6-2 1879	6-1 1909	1,015,000.00	1,015,000.00	1,015,000.00	No record.	7	J & D.	71,050.00	71,050.00
Mortgage bonds	12-1 18-0	12-1 1910	636,000.00	636,000.00	636,000.00	No record.	7	J. & D.	44,520.00	44,520.00
Mortgage bonds	4-1 1881	4-1 1921	6,000,000.00	1,382,000.00	1,382,000.00	No record.	6	A. & O.	82,920.00	82,920.00
First consolidated	11-2 1894	11-1 1934	10,000,000.00	5,225,000.00	5,252,000.00	*	5	M. & N.	294,100.00	294,100.00
First and refunding	3-1 1899	3-1 1919	25,600,000.00	8,760,000.00	8,760,000.00	**	4	M. & S	328,040.00	328,040.00
Total										
Mortgage bonds			\$44,291,000.00	\$18,630,000.00	\$18,480,000.00				\$936,980.00	\$936,980.00
Miscellaneous obligations										
Income bonds										
Grand total			\$44,291,000.00	\$18,630,000.00	\$18,480,000.00				\$936,980.00	\$936,980.00

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EXPLANATORY REMARKS.

* Of the \$7,282,000.00 of first consolidated bonds \$5,000,000.00 were sold for cash at 90, realizing \$4,500,000.00. The remainder, \$282,000.00 are held in the treasury of the company.

** Of the \$8,760,000.00 of first and refunding bonds \$5,000,000.00 were sold for cash at 85, realizing \$4,250,000.00; \$2,600,000.00 were sold for cash at 90, realizing \$2,410,000; and the remainder, \$1,160,000.00, are held in the treasury of the company. Of the \$1,160,000.00 held in the treasury of the company, \$698,000.00 were issued June 30th, 1903, for which no credit or debit to interest account is included in income account for fiscal year.

RECAPITULATION OF FUNDED DEBT.

(Page 23.)

CLASS OF DEBT—	Amount Issued	Amount Outstanding	INTEREST	
			Amount Accrued during Year	Amount Paid during Year
Mortgage bonds—page 19				
Miscellaneous obligations—page 19	\$18,690,000.00	\$18,490,000.00	\$886,990.00	\$886,990.00
Income bonds—page 19				
Equipment trust obligations—page 21				
Total	\$18,690,000.00	\$18,490,000.00	\$886,990.00	\$886,990.00

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1903.	
Cash	\$108,343.84	Receiver's certificates	\$350,000.00
Bills receivable	132.89	Loans and bills payable	147,033.67
Due from agents	100,025.60	Audited vouchers and accounts	96,462.85
Due from solvent companies and individuals	222,857.49	Wages and salaries	
Net traffic balances due from other companies		Net traffic balances due to other companies	
Other cash assets (excluding "Materials and Supplies") ..	18,333.69	Dividends not called for	
Total—Cash and current assets	\$534,983.51	Matured interest coupons unpaid (inc. coupons due July 1	30,184.00
Balance—Current liabilities	497,144.93	Taxes due January 1st, 1904	607,907.92
Total	\$1,031,528.44	Miscellaneous	
		Total—Current liabilities	\$1,031,528.44
		Balance—Cash assets	
		Total	\$1,031,528.44

*Materials and supplies on hand, \$311,540.55.

(See General Balance Sheet—page 49.)

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RECAPITULATION.

A. For Mileage owned by Road making this Report.

ACCOUNT—	Total Amount Outstanding	APPORTIONMENT		AMOUNT PER MILE OF LINE	
		To Railroads	To Other Properties	Miles	Amount
Capital stock—page 17	\$10,000,000.00	\$10,000,000.00	.....	631.73	15,830
Bonds—page 19 ("Grand Total")	18,480,000.00	18,480,000.00	.....	631.73	29,353
Equipment trust obligations—page 21 .....	.....	.....	.....	.....	.....
Total	\$28,480,000.00	\$28,480,000.00	.....	631.73	45,083

B. For Mileage Operated by Road making this Report (Trackage Rights excluded), the Operations of Which are Included in the Income Account—Page 31.

NAME OF ROAD—	Capital Stock	Funded Debt	Total	AMOUNT PER MILE OF LINE	
				Miles	Amount
The Minneapolis & St. Louis R. R. Co.	\$10,000,000.00	\$18,480,000.00	\$28,480,000.00	631.73	\$45,083
Grand total	\$10,000,000.00	\$18,480,000.00	\$28,480,000.00	631.73	\$45,083

(Page 27.) COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM —	Expenditures During Year			Total Cost to June 30, 1902	Total Cost to June 30, 1903	Cost Per Mile
	Included in Operating Expenses	Not Included in Operating Expenses	Charged to Income Account as Permanent Improvements			
CONSTRUCTION:						
Engineering	\$907.03		\$9,278.35			
Right of way and station grounds			5,849.98			
Real estate			*384.75			
Grading	25,412.70		198,803.20			
Bridges, trestles, and culverts	974.57		14,098.12			
Ties	4,892.75		14,306.19			
Trails	5,501.95		22,712.48			
Rails	1,897.61		5,921.67			
Track fastenings	1,106.37		5,578.15			
Flags and switches			13,197.92			
Ballast	9,320.84		14,896.24			
Track laying and surfacing	7,441.81		281.00			
Fencing right of way			1,011.21			
Crossings, cattle guards, and signs						
Interlocking or signal apparatus			83.44			
Telegraph lines			2,348.73			
Station buildings and fixtures	41,335.09		23,404.98			
Shops, roundhouse, and turntables						
Shop machinery and tools	1,739.01					
Water stations	4,468.43		5,270.58			
Fuel stations			418.00			
Grain elevators						
Storage warehouses						
Docks and wharves						
Electric light plants						
Electric motive power plants						
Gas-making plants						
Freight Charges			7,195.86			
Miscellaneous structures			672.82			
Legal expenses			111.90			
Interest and discount			12,853.97			
General expenses	183.63		4,953.33			
Total construction	\$104,278.09		\$378,077.09			

*Deduct.

(Page 26.)

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS—Continued.

ITEM—	Expenditures During Year			Total Cost to June 30, 1902	Total Cost to June 30, 1903	Cost per Mile
	Included in Operating Expenses	Not Included in Operating Expenses				
		Charge to Income Account as Permanent Improvements	Charged to Construction or Equipment			
EQUIPMENT:						
Locomotives .....	.....	.....	.....	.....	.....	.....
Passenger cars .....	.....	.....	.....	.....	.....	.....
Sleeping, parlor, and dining cars .....	.....	.....	.....	.....	.....	.....
Baggage, express, and postal cars .....	.....	.....	.....	.....	.....	.....
Combination cars .....	.....	.....	.....	.....	.....	.....
Freight cars .....	.....	.....	.....	.....	.....	.....
Others cars of all classes .....	.....	.....	.....	.....	.....	.....
Floating equipment .....	.....	.....	.....	.....	.....	.....
Total equipment .....	.....	.....	.....	.....	.....	.....
Total construction—page 27	\$104,778.69	.....	\$378,767.09	.....	.....	.....
Grand total cost construction, equipment, etc	\$104 778 69	.....	\$378,767.09	\$28,145,399.97	\$28,534,167.06	\$45,152.46
Total cost construction, equipment, etc.— State of Minnesota	\$62,793.87	.....	\$236,995.12	\$16,867,538.20	\$17 094,533.32	\$45,152.88

Do the amounts entered under the heading "Included in Operating Expenses" (page 27 or 29) cover all expenditures for permanent improvements or betterments charged to operating expense accounts? Yes.

18 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 31.)

INCOME ACCOUNT.

For Roads Making Operating Reports.

Gross earnings from operation—Page 85.....	\$3,417,874.87	
Less operating expenses—Page 45.....	1,984,081.63	
Income from operation.....		\$1,433,293.24
Dividends on stocks owned—page 37.....	\$14,487.49	
Interest on bonds owned—page 39.....	41,620.00	
Miscellaneous income—less expenses—page 41.....	28,671.70	
Income from other sources		84,779.19
Total income		\$1,518,072.43
DEDUCTIONS FROM INCOME—		
Interest on funded debt accrued—page 23.....	\$886,980.00	
Taxes—page 79, A.....	119,274.75	
Total deductions from income.....		1,006,254.75
Net income		\$511,817.68
Dividends, 5 per cent, common stock—page 17.....	\$300,000.00	
Dividends, 5 per cent, preferred stock—page 17.....	200,000.00	
Total		500,000.00
Surplus from operations of year ending June 30, 1903..		\$11,817.68
Surplus on June 30, 1902 (from general balance sheet, 1902 report)		\$1,269,517.29
*Additions for year		97.62
Surplus on June 30, 1903 (For entry on "General Bal- ance Sheet," page 51).....		\$1,281,432.59

(Page 30.)

EXPLANATORY REMARKS.

*Additions for year: Unclaimed wages charged off, \$97.62.

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

(Page 35.)

ITEM.	Gross Earnings from Business Originating and Terminating in State of Minnesota	Deductions Account of Re-payments, etc.	Actual Earnings	Gross Earnings from Interstate Business Accruing to State of Minnesota, Divided on Straight Mileage Basis	Deductions Account of Re-payments, etc.	Actual Earnings	Total Gross Earnings, Including Local and Interstate Business Accruing to State of Minnesota
PASSENGER:							
Passenger Revenue	\$581,805.66			\$114,967.59			\$696,773.25
Less Repayments—							
Tickets Redeemed		\$5,657.39			\$1,117.93		6,775.32
Excess Fares Refunded		446.62			88.26		534.88
Other repayments					\$1,206.19		7,310.20
Total deductions		\$6,104.01				\$113,761.40	\$689,463.05
Total Passenger Revenue			\$575,701.65				47,624.48
Mail							39,970.37
Express							14,401.17
Extra Package and Storage							1,534.80
Other items							
Total Passenger Earnings			\$676,234.23			\$116,137.59	\$792,371.87
Freight:							
Freight Revenue	1,613,010.01			\$316,197.03			1,429,307.04
Less Repayments—							
Overcharge to shippers					\$6,630.87		40,456.80
Other repayments		33,825.93					40,456.80
Total deductions		\$38,825.93			\$6,630.87		\$1,888,750.24
Total Freight Revenue			\$1,579,184.08			\$304,566.16	\$1,888,750.24
Total Freight Earnings			\$1,579,184.08			\$304,566.16	\$1,888,750.24
Other Receipts from Operation—							
Car mileage			\$2,255,438.36			\$425,703.75	\$2,681,142.11
Hire of Equipment—Balance							5,134.60
Rents from Tracks, Yards and Terminals							11,078.33
Other sources							129,418.03
Total Other Earnings			\$514,494.07				5,863.11
Total gross receipts from operation—Minnesota			\$2,406,932.43			\$425,703.75	\$2,832,636.18
Total gross receipts from operation—Entire Line							\$3,417,374.87

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(Page 37.)

STOCKS OWNED.

A. Railway Stocks.

NAME—	Total Par Value.	Rate, Per Ct.	Income or Dividend Received.	Valuation.
Minnesota Ry. Transfer Co.	\$7,000.00	.....	.....	.....
The Minneapolis & St. Louis R. R.	174 300.00	5	\$8,715.00	.....
Common	39,600.00	5	1 980.00	.....
Preferred .....	.....	.....	.....	.....
Total	\$220,900.00	.....	\$10,695.00	.....

B. Other Stocks.

St. Paul Union Depot Co.	\$100 000.00	4	* \$3,792.49	\$100,000.00
Total	\$100,000.00	.....	\$3,792.49	\$100,000.00
Grand Total—A and B	\$320,900.00	.....	\$14,487.49	\$100,000.00

(Page 39.)

BONDS OWNED.

A. Railway Bonds.

NAME—	Total Par Value	Rate Per Ct.	Income or Interest Received.	Valuation.
Minnesota Transfer Ry Co.	\$113 000.00	4 & 5	\$5,479.96	\$93,000 00
The Minneapolis & St. Louis R. R. Co. ...	1,442 000.00	4 & 5	36 140.04	1,442,000.00
Total	\$1 555,000.00	.....	\$41,620 00	\$1,535,000 00

B. Other Bonds.

Total .....	.....	.....	.....	.....
Grand total—A and B	\$1,555,000.00	.....	\$41,620.00	\$1,535.00

(Page 36.)

EXPLANATORY REMARKS.

* St. Paul Union Depot stock acquired at various times during the year.

(Page 41.)

RENTALS RECEIVED.

Rents Received from Lease of Tracks, Yards, and Terminals.

Designation of Property	Situation of Property	Company Using Property	Item	Totals
Tracks—				
20 av. S to Cedar av.	Minneapolis, Minn.	C. G. West. Ry. Co.	600.00	
20 av. S. to 3d av. N.	Minneapolis, Minn.	M. St. P. & S. S. M. R. Co.	6,275.36	
20 av. S. to 3d av. N.	Minneapolis, Minn.	Nor. Pac. Ry. Co.	8,334.48	
Great Nor. crossing.	Minneapolis, Minn.	Nor. Pac. Ry. Co.	282.96	
	Mpls, Minn., to Merriam Jct.	C. St. P. M. & O. Ry. Co.	22,338.51	
	Frazier Jct., Ia., to Ogden, Ia.	B. V. C. & Ry. Co.	3,060.00	
Total				40,891.31
Yards—				
Lower Yard	Minneapolis, Minn.	Mpls. Ry. Trans. Co.	89,966.72	
Total				89,966.72
Terminals—				
Round House	Angus, Ia.	C. R. I. & P. Ry. Co.	60.00	
Round House, Yards and Depot.	Albert Lea, Minn.	Ill. Cent. Ry. Co.	810.00	
Round House, yards and depot.	Albert Lea, Minn.	Iowa Cent. Ry. Co.	810.00	
Total				1,680.00
Grand Total				132,538.03

MISCELLANEOUS INCOME.

ITEM—	Gross Income	Less Expenses	Net Miscellaneous Income
Rent of Lands, Buildings, etc.			\$ 2,441.00
Rent of News Stand, Pass. Depot, Mpls.			240.00
Interest and Exchange			12,152.62
Material premium			12,683.96
Cash Discount			1,146.43
Lake Park Hotel			8.67
Total			28,671.70

18 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 43.)

OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

Repairs of roadway	\$234,260.69
Renewals of rails	6,496.77
Renewals of ties	72,780.92
Repairs and Renewals of Bridges and Culverts	35,680.28
Repairs and Renewals of Fences, Road Crossings, Signs and Cattle Guards	20,577.99
Repairs and Renewals of Buildings and Fixtures	98,256.16
Repairs and Renewals of Telegraph	2,089.05
Stationery and Printing	353.98
Other expenses	1,853.13
Total	\$470,327.97

MAINTENANCE OF EQUIPMENT.

Superintendence	8,360.38
Repairs and Renewals of Locomotives	110,403.06
Repairs and Renewals of Passenger Cars	37,900.84
Repairs and renewals of freight cars	124,310.70
Repairs and Renewals of Work Cars	4,373.74
Repairs and Renewals of Shop Machinery and Tools	14,736.99
Stationery and Printing	700.18
Other Expenses	3,746.35
Total	\$304,532.24

CONDUCTING TRANSPORTATION.

Superintendence	39,474.44
Engine and Roundhouse Men	166,244.01
Fuel for Locomotives	274,557.38
Water Supply for Locomotives	8,322.18
Oil, Tallow, and Waste for Locomotives	6,784.69
Other supplies for locomotives	3,108.01
Train Service	108,310.86
Train Supplies and Expenses	25,910.88
Switchmen, Flagmen, and Watchmen	55,078.35
Telegraph Expenses	38,525.03
Station Service	105,237.15
Station Supplies	9,286.85
Switching charges—Balance	8,495.90
Loss and damage	17,254.64
Injuries to persons	29,959.11
Clearing Wrecks	4,626.94
Advertising	4,420.51
Outside agencies	31,002.38
Rents for tracks, yards, and terminals—page 47, B.	56,049.92
Rents of buildings and other property	273.62
Stationery and Printing	19,697.90
Other expenses	77,669.94
Total	\$1,085,248.69

GENERAL EXPENSES.

Salaries of General Officers	59,239.92
Salaries of Clerks and Attendants	34,130.86
General Office Expenses and Supplies	1,954.19
Insurance	9,455.93
Law Expenses	4,468.88
Stationery and Printing (General Offices)	5,468.04
Other expenses	9,234.86
Total	\$123,972.73

RECAPITULATION OF EXPENSES.

Maintenance of Way and Structures	470,327.97
Maintenance of Equipment	304,532.24
Conducting Transportation	1,085,248.69
General Expenses	123,972.73
Grand Total	\$1,984,081.63

Percentage of Expenses to Earnings—Entire Line	58.06
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OPERATING EXPENSES—STATE OF MINNESOTA.

Maintenance of Way and Structures	\$335,898.15
Maintenance of Equipment	237,856.07
Conducting Transportation	862,367.57
General Expenses	96,500.13
Total	\$1,534,121.92
Percentage of Expenses to Earnings—Minnesota	54.16

(Page 47.) RENTS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item	Total
Tracks.....	St. Paul, Minn., to Minneapolis, Minn.....	Northern Pacific Railway Co.	\$ 41,938.20	\$ 41,938.20
Total				
Terminals				
Freight house, round house & trk. facilities.....	St. Paul, Minn.....	Northern Pacific Railway Co.	11,411.72	
Passenger station.....	Minneapolis, Minn.....	Great Northern Railway	2,400.00	
Depot, round house & track facilities.....	Angus, Iowa	C. R. I. & P. Railway	300.00	
Total				14,111.72
Grand Total				\$ 56,049.92

COMPARATIVE GENERAL BALANCE SHEET.

(Page 40.)

JUNE 30, 1902		ASSETS—	JUNE 30, 1903		YEAR ENDING JUNE 30, 1903	
Item	Total		Item	Total	Increase	Decrease
\$28,145,300.97		{ Cost of road—Page 27. Cost of equipment—Page 28. Stocks owned—Page 37. Bonds owned—Page 38. Other permanent investments. Lands owned Cash and current assets—Page 23. Other Assets— Equipment trusts Materials and supplies. Sundries St. Paul Union Depot Capital Stock. Profit and loss—Page 31 (or 33). Grand total		\$18,524,167.06	\$378,767.09	
				100,000.00	100,000.00	
920,000.00				1,685,000.00	615,000.00	
22,901.38				28,138.88	237.50	
688,344.90				584,863.51		\$153,961.45
\$224,302.84						
11,112.06			\$811,540.85			
88,008.67			11,112.06	822,652.90		770.66
				\$81,089,342.85	\$938,272.48	
	\$30,100,069.87					

COMPARATIVE GENERAL BALANCE SHEET.

(Page 51.)

JUNE 30, 1902		LIABILITIES—	JUNE 30, 1903		YEAR ENDING JUNE 30, 1903	
Item	Total		Item	Total	Increase	Decrease
\$10,000,000.00		Capital stock—Page 17. Funded debt—Page 23. Current liabilities—Page 23. Real estate mortgages. Accrued interest on funded debt not yet payable Taxes accrued not yet payable. Profit and loss—Page 31 (or 33). Grand total		\$10,000,000.00	\$609,000.00	
17,871,000.00				18,480,000.00	331,761.01	
696,787.48				1,081,528.44		
				188,899.16		
186,593.16				57,782.18		\$13,408.88
71,185.99				1,281,432.59	11,915.80	
1,269,517.39						
				\$81,089,342.85	\$938,272.48	
\$30,100,069.87						

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IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

3. On August 1st, 1902, this Company began using the passenger depot and terminal facilities of the St. Paul Union Depot Co. at St. Paul, Minn.—1-9 of the Capital Stock of St. Paul Union Depot Co. being held by this Company. See page 37B.

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing Contracts, Agreements, Arrangements, etc., with other Companies or persons, concerning the Transportation of Freight or Passengers. Give the statement in the following order, viz: 1. Express Companies. 2. Mails. 3. Sleeping, Parlor, or Dining Car Companies. 4. Freight or Transportation Companies or Lines. 5. Other Railroad Companies. 6. Steamboat or Steamship Companies. 7. Telegraph Companies. 8. Telephone Companies. 9. Other Contracts.

1. United States Express Co.—Compensation based upon receipts of Express Co., with an established minimum.

2. U. S. Post Office Dept.—Compensation based upon weight of mail and size of mail compartments in cars.

3. The Pullman Company.—The Pullman Company is paid 2c per car mile for the use of their cars, in addition to the revenue derived from the sale of seats and berths which accrues to them.

4. Various Railroads.—Interline billing to facilitate movement of freight.

5. N. P. Ry. Co.—For use of tracks between Minneapolis and St. Paul and St. Anthony Park to M. & D. Junction, compensation based upon cost of road and wheelage proportion of maintenance. For use of Round House, Freight House and Yards at St. Paul, compensation being an agreed amount and proportion of cost of maintenance.

M. St. P. & S. S. M. Ry. Co.—For use of tracks 1st St. No. to 20th Ave. So., Minneapolis, compensation being an agreed amount, and wheelage proportion of maintenance.

N. P. Ry. Co.—For use of tracks 1st St. No. to 20th Ave So., and St. P. M. & M. Crossing, Minneapolis, compensation being based upon cost of property and wheelage proportion of maintenance.

G. N. Ry. Co.—For use of tracks in Minneapolis for agreed proportion of maintenance, etc. For use of Passenger Station in Minneapolis, compensation based upon cost.

C. G. W. Ry. Co.—For use of small piece of track in Minneapolis, compensation an agreed amount.

C. St. P. M. & O. Ry. Co.—For use of line between Minneapolis and Merriam Jct., compensation based upon cost of road and wheelage proportion of maintenance.

Illinois Central R. R. Co.—For use of Round House, Yards and Depot facilities at Albert Lea, Minn., compensation being an agreed amount and wheelage proportion of maintenance.

Iowa Central Ry. Co.—For use of Round House, Yards and Depot facilities at Albert Lea, Minn., compensation being an agreed amount and wheelage proportion of maintenance.

7. Western Union Telegraph Co.

9. St. Paul Union Depot Co.—For use of Passenger Station and facilities at St. Paul, Minn., compensation based on number of cars entering and leaving passenger depot.

George Allanson.—News stand in Passenger Station at Minneapolis and news privilege on passenger trains, compensation being an agreed amount.

Sundry contracts with firms and individuals for use of right-of-way and depot grounds for elevators, coal sheds, lumber yards, etc., compensation being merely a nominal amount.

(Page 57.) SECURITY FOR FUNDED DEBT—Page 23.

CLASS OF BOND OR OBLIGATION—	WHAT ROAD MORTGAGED		Miles	Amount of Mortgage Per Mile of Line	What Equipment Mortg'd	What Income Mortg'd	What Securities Mortg'd
	From	To					
First mortgage bond.....	Minneapolis, Minn.....	Merriam Jct., Minn.....	28.14	\$16,170			\$13,000 00 in Bonds of Minnesota Transfer Ry. Co.
First mortgage bond.....	Merriam Jct., Minn.....	Albert Lea, Minn.....	80.70	11,772			
First mortgage bond..	Albert Lea, Minn.....	Ft. Dodge, Ia.....	103.40	9,816			
First mortgage bond.....	Fort Dodge, Ia.....	Angus, Ia.....	52.20	12,000			
First mortgage bond.....	Kalo Jct., Ia.....	Kalo, Ia.....					
	Hopkins, Minn.....	Morton, Minn.....					
	Manitou Jct. Minn.....	Tonka Bay, Minn.....	94.32	14,632			
Consolidated mortgage bond.....	Entire line.....		631.73	8,361	All.....		
First and refunding mortgage bonds.....	Entire line.....		631.73	13,866	All.....		

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EMPLOYEES AND SALARIES—STATE OF MINNESOTA.

CLASS—	Number	Total No. of Days Worked.	Total Yearly Compensation	Average Daily Compensation.
General officers	9	2,976	\$ 36,655.20	\$13.22
Other officers	15	6,324	25,756.69	4.07
General office clerks	95	37,668	52,525.69	1.42
Station agents	61	22,201	35,450.96	1.60
Other station men	95	43,339	56,981.22	1.32
Enginemen	52	18,047	68,147.49	3.78
Firemen	51	18,689	41,444.78	2.22
Conductors	36	11,378	39,150.77	3.44
Other trainmen	62	22,277	46,538.27	2.09
Machinists	109	30,254	79,841.79	2.34
Carpenters	64	17,760	44,758.68	2.52
Other shopmen	151	45,072	73,360.66	1.63
Section foremen	80	24,138	40,989.67	1.70
Other trackmen	310	85,042	120,787.98	1.42
Switchmen, flagmen, and watchmen	63	24,329	53,294.43	2.19
Telegraph operators and dispatchers	34	13,027	20,909.29	1.60
Employees—account floating equipment				
All other employees and laborers	121	50,394	84,386.08	1.67
Total (including "General Officers")—				
Minnesota	1408	472,906	\$ 913,277.54	\$ 1.93
Less "General Officers"	9	2,976	36,655.20	12.32
Total (excluding "General Officers")—				
Minnesota	1399	469,929	\$ 876,622.34	\$ 1.86
Distribution of Above—				
General administration	119	46,968	\$ 116,237.58	\$ 2.47
Maintenance of way and structures	454	126,940	206,536.33	1.63
Maintenance of equipment	381	125,720	228,588.43	1.23
Conducting transportation	454	173,277	361,915.20	2.09
Total (including "General Officers")—				
Minnesota	1408	472,906	\$ 913,277.54	\$ 1.93
Less "General Officers"	9	2,976	36,655.20	12.32
Total (excluding "General Officers")—				
Minnesota	1399	469,929	\$ 876,622.34	\$ 1.86
Total (including "General Officers")—				
Entire Line	1728	591,850	1,128,843.40	1.94

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TRAFFIC AND MILEAGE STATISTICS—STATE OF MINNESOTA:

ITEM—	Column for No Passen- gers, Tonnage, Car Mileage, No. Cars, etc.	Columns for Revenue and Rates.
		Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue....	869,271	.....
Number of passengers carried one mile.....	34,483,615	.....
Number of passengers carried one mile per mile of road	88,723	.....
Average distance carried, miles.....	39.67	.....
Total passenger revenue—Page 35.....		689,465.05
Average amount received from each passenger.....		79.315
Average receipts per passenger per mile.....		01.999
Total passenger earnings—Page 35.....		792,391.27
Passenger earnings per mile of road.....		2,038.46
Passenger earnings per train mile.....		1.14.017
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue— Page 63.....	1,652,530	.....
Number of tons carried one mile.....	156,269,792	.....
Number of tons carried one mile per mile of road....	402,011	.....
Average distance haul of one ton, miles.....	94.56	.....
Total freight revenue—Page 35.....		1,888,750.24
Average amount received for each ton of freight.....		1.14.294
Average receipts per ton per mile.....		01.206
Total freight earnings—Page 35.....		1,888,750.24
Freight earnings per mile of road.....		4,858.90
Freight earnings per train mile.....		3.47.664
TOTAL TRAFFIC—		
Gross earnings from operation—Page 35.....		2,832,636.18
Gross earnings from operation per mile of road.....		7,287.09
Gross earnings from operation per train mile.....		2.28.762
Operating expenses—Page 45.....		1,534,121.02
Operating expenses per mile of road.....		3,946.51
Operating expenses per train mile.....		1.23.894
Income from operation—Page 31.....		1,298,514.26
Income from operation per mile of road.....		3,340.58
CAR MILEAGE, ETC.—		
Mileage of passenger cars.....	3,457,385	.....
Average number of passenger cars per train mile.....	4.97	.....
Average number of passengers per train mile.....	50	.....
Mileage of loaded freight cars—North or East.....	5,479,229	.....
Mileage of loaded freight cars—South or West.....	6,065,311	.....
Mileage of empty freight cars—North or East.....	1,565,349	.....
Mileage of empty freight cars—South or West.....	941,525	.....
Average number of freight cars per train mile.....	25.86	.....
Average number of loaded cars per train mile.....	21.25	.....
Average number of empty cars per train mile.....	4.61	.....
Average number of tons of freight per train mile.....	287.65	.....
Average number of tons of freight per loaded car mile.	13.54	.....
Average mileage operated during year.....	388.72	.....
TRAIN MILEAGE—	Miles	Miles
Mileage of revenue passenger trains.....		694,975
Mileage of locomotives employed in "helping" passen- ger trains.....		.....
Percentage of "helping" to revenue train mileage		.....
Mileage of revenue mixed trains.....		543,269
Mileage of revenue freight trains.....		.....
Mileage of locomotives employed in "helping" mixed and freight trains.....		.....
Percentage of "helping" to revenue train mileage		.....
Total revenue train mileage.....		1,238,244
Mileage of nonrevenue trains.....		138,466

18 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 61.)

TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE.

ITEM—	Column for No. Passen- gers, Tonnage, Car Mileage, No. Cars, etc.	Columns for Revenue and Rates.
		Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue.....	1,044,585	.....
Number of passengers carried one mile.....	43,320,082	.....
Number of passengers carried one mile per mile of road.....	67,494	.....
Average distance carried miles.....	41.47	.....
Total passenger revenue—page 35.....		880,946.38
Average amount received from each passenger.....		.84.333
Average receipts per passenger per mile.....		.02.084
Total passenger earnings—Page 35.....		1,084,280.09
Passenger earnings per mile of road.....		1,611.35
Passenger earnings per train mile.....		1.07.760
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue .. page 63.....	1,836,894	.....
Number of tons carried one mile.....	179,607,497	.....
Number of tons carried one mile per mile of road.....	279,882	.....
Average distance haul of one ton..... miles.....	97.78	.....
Total freight revenue—page 35.....		2,224,520.53
Average amount received for each ton of freight.....		1.21.102
Average receipts per ton per mile.....		.01.238
Total freight earnings—page 35.....		2,224,520.53
Freight earnings per mile of road.....		3,465.85
Freight earnings per train mile.....		3.02.186
TOTAL TRAFFIC—		
Gross earnings from operation—page 35.....		3,417,374.87
Gross earnings from operation per mile of road.....		5,324.84
Gross earnings from operation per train mile.....		2.01.508
Operating expenses—page 45.....		1,984,081.63
Operating expenses per mile of road.....		3,091.24
Operating expenses per train mile.....		1.16.968
Income from operation—page 31.....		1,433,293.24
Income from operation per mile of road.....		2,233.10
CAR MILEAGE, ETC.—		
Mileage of passenger cars.....	4,640,883	.....
Average number of passenger cars per train mile.....	4.84	.....
Average number of passengers per train mile.....	45	.....
Mileage of loaded freight cars—North or East.....	6,375,933	.....
Mileage of loaded freight cars—South or West.....	7,284,242	.....
Mileage of empty freight cars—North or East.....	2,074,570	.....
Mileage of empty freight cars—South or West.....	1,068,046	.....
Average number of freight cars per train mile.....	22.88	.....
Average number of loaded cars per train mile.....	18.66	.....
Average number of empty cars per train mile.....	4.27	.....
Average number of tons of freight per train mile.....	245.98	.....
Average number of tons of freight per loaded car mile.....	13.15	.....
Average mileage operated during year.....	641.84	.....
	Miles.	Miles.
TRAIN MILEAGE—		
Mileage of revenue passenger trains.....		959,756
Mileage of locomotives employed in "helping" passenger trains.....		.....
Percentage of "helping" to revenue train mileage.....		.....
Mileage of revenue mixed trains.....		736,142
Mileage of revenue freight trains.....		.....
Mileage of locomotives employed in "helping" mixed and freight trains.....		.....
Percentage of "helping" to revenue train mileage.....		.....
Total revenue train mileage.....		1,695,898
Mileage of nonrevenue trains.....		141,574

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—ENTIRE LINE. See page 62.

(Company's Material Excluded.)

COMMODITY—	Freight Originat- ing on this Road Tons	Freight Received from Con- necting Roads and Other Carriers Tons	Total Freight Tonnage	
			Whole Tons	Per Cent.
Products of Agriculture—				
Grain	279,719	59,814	339,533	20.55
Flour	203,426	1,301	204,727	12.39
Other mill products.....	28,141	1,542	29,683	1.79
Hay	1,221	806	2,027	.12
Cotton		21	21	.....
Tobacco	82	1,758	1,840	.11
Fruit and vegetables.....	32,275	21,892	54,167	3.28
Products of Animals—				
Live stock	31,837	3,727	35,564	2.15
Dressed meats	10,010	10,502	20,512	1.24
Other packing-house products.....	4,546	1,680	6,226	.38
Poultry, game and fish.....	1,719	911	2,630	.16
Wool	1,001	97	1,098	.07
Hides and leather.....	442	576	1,018	.07
Products of Mines—				
Anthracite coal	319	14,891	15,210	.92
Bituminous coal	9,650	192,215	201,875	12.21
Coke	467	596	1,063	.07
Ores .....				.....
Stone, sand and other like articles.....	8,324	4,353	12,677	.77
Products of Forest—				
Lumber	183,288	85,073	268,361	16.24
Manufactures—				
Petroleum and other oils.....	9,245	9,656	18,901	1.14
Sugar	3,693	10,239	13,932	.84
Naval stores .....				.....
Iron, pig and bloom.....	2,189	2,394	4,583	.28
Iron and steel rails.....	1,702	4,225	5,927	.36
Other castings and machinery.....	5,446	8,843	14,289	.86
Bar and sheet metal.....	399	3,433	3,832	.23
Cement, brick and lime.....	47,113	20,913	68,026	4.12
Agricultural implements.....	3,742	7,018	10,760	.65
Wagons, carriages, tools, etc.....	445	3,914	4,359	.26
Wines, liquors and beers.....	4,570	7,104	11,674	.71
Household goods and furniture.....	8,907	9,650	18,557	1.12
Merchandise	110,418	42,744	153,162	9.27
Miscellaneous; other commodities not men- tioned above	58,617	67,679	126,296	7.64
Total tonnage—Minnesota	1,052,963	599,567	1,652,530	100.00
Total tonnage—Entire line.....	1,198,939	638,582	1,837,521	.....

18 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 65.)

DESCRIPTION OF EQUIPMENT.

ITEM.	No. Added During Year	Total No. at End of Year	Equipment Fitted With Train Brake		Equipment Fitted with Automatic Coupler	
			No.	Name	No.	Name
Locomotives—Owned and leased						
Passenger		26	26	Westinghouse	26	} See page 64.
Freight		40	40	Westinghouse	40	
Switching		13	9	Westinghouse	13	
Total locomotives in service		79	75		79	
Less locomotives leased.....						
Total locomotives owned....		79	75		79	
Cars—Owned and leased:						
In passenger service—						
First-class cars		24	24	Westinghouse	6	National.
Second-class cars		17	17	Westinghouse	18	Standard.
Combination cars		8	8	Westinghouse	17	Standard.
Emigrant cars					8	Standard.
Dining cars						
Parlor cars						
Sleeping cars						
Baggage, express and postal cars		15	15	Westinghouse	15	Standard.
Other cars in passenger ser- vice		1	1	Westinghouse	1	National.
Total		65	63		65	
In Freight Service—						
Box cars		2,312	1,233	Westinghouse	2,312	See page 64.
Flat cars		317	98	Westinghouse	317	See page 64.
Stock cars		107	72	Westinghouse	1	Janney.
Coal cars		31			104	Standard.
Tank cars					2	Tower.
Refrigerator cars		4	4	Westinghouse ..	31	Standard.
					2	Standard.
					1	Solid.
					1	Chicago.
Other cars in freight ser- vice		26	24	Westinghouse	19	Janey.
					4	Standard.
					3	Tower.
Total		2,797	1,431		2,797	
In Company's Service—						
Officers' and pay cars.....		2	2	Westinghouse ..	2	National.
Gravel cars		2	1	Westinghouse	2	Standard.
Derrick cars					23	Standard.
Caboose cars		33	1	Westinghouse	10	Tower.
					6	Williams.
					6	Janney.
					68	Standard.
					2	Tower.
Other road cars.....		82	7	Westinghouse		
Total		119	11		119	
Total cars in service.....		2,981	1,507		2,981	
Less cars leased.....					5	
Total cars owned.....		2,981	2,981		1,507	
Cars contributed to fast freight line service.....						

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EXPLANATORY REMARKS.

*Engines are all equipped with Standard Couplers, with following exceptions:

- 14 Freight Leeds on pilot, Standard on back.
- 1 Freight Leeds on pilot, Tower on back.
- 3 Passenger Leeds on pilot, Standard on back.
- 1 Passenger Leeds on pilot, Tower on back.
- 1 Passenger Standard on pilot and Tower on back.

Box Cars—

49	Williams
143	Janney
334	Tower
1,709	Standard
77	Washburn

2,312

Flat Cars—

1	Williams
43	Janney
262	Standard
11	Tower

317

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MILEAGE.

Mileage of Road Operated (All Tracks).

LINE IN USE—	Line Represented by Capital Stock		Line of Property Companies	Line Operated Under Lease	Line Operated Under Contract, Trackage Etc.	Line Operated Under Rights	Total Mileage Operated	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs							Iron	Steel
Miles of single track.....	260.04	371.69	.....	.....	.....	10.11	641.84	.....	1.46	630.27
Miles of second track.....	9.57	.....	.....	.....	.....	10.11	19.68	.....	.....	9.57
Miles of third track.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of fourth track.....	.....	.....	.....	.....	.....	4.40	129.16	2.30	10.52	114.24
Miles of yard track and sidings.....	85.15	39.61	.....	.....	.....	.....	.....	.....	.....	.....
Total mileage operated (all tracks).....	354.76	411.30	.....	.....	.....	24.62	790.68	2.30	11.98	754.08

B. Mileage of Line Operated by States and Territories (Single Track).

Minnesota	121.98	256.63	.....	.....	.....	10.11	388.72	.....	.....	378.61
Iowa	138.06	74.98	.....	.....	.....	.....	213.04	.....	1.46	211.58
South Dakota .....	.....	40.08	.....	.....	.....	.....	40.08	.....	.....	40.08
Total mileage operated (single track)...	260.04	371.69	.....	.....	.....	10.11	641.84	.....	1.46	630.27

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OF MINNESOTA—	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs			Iron	Steel
Minnesota	121.98	256.63	378.61	.....	.....	378.61
Iowa	138.06	74.98	213.04	.....	1.46	211.58
South Dakota	40.08	40.08	40.08
Total mileage owned (single track).....	260.04	371.69	631.73	1.46	630.27

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MILEAGE—STATE OF MINNESOTA.

Mileage of Road Operated (All Tracks).

LINE IN USE—	Line Represented by Capital Stock		Line of Proprietary Companies	Line Operated Under Lease	Line Operated Under Contract Etc.	Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs							Iron	Steel
Miles of single track	121.98	256.63				10.11	388.73			378.61
Miles of second track	9.57					10.11	19.68			9.57
Miles of third track										
Miles of fourth track										
Miles of yard track and sidings	57.25	19.49				4.40	81.14	2.25	2.89	73.85
Total Mileage Operated (all tracks) .	188.80	276.12				24.62	489.54	2.25	2.89	462.03

B. Mileage of Line Operated by States and Territories (Single Track).

State of Minnesota	121.98	256.63				10.11	388.73			378.61
Total mileage operated (single Track)	121.98	256.63				10.11	388.73			378.61

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OF MINNESOTA—	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs			Iron	Steel
Minnesota	121.98	256.63	378.61			378.61
Total mileage owned (single track)	121.98	256.63	378.61			378.61

RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind	Tons	Weight Per Yard, Pounds	Av. Price Per Ton at Distribut'g Point, Dollars	Kind	Number	Av. Price at Dis- tributing Point, Cents
Steel.....	1,938.57	80	30.73	Oak.....	77,192	57.3
	3.28	70	24.96	Cedar.....	48,070	51.2
	2.95	66	23.32			
	2.41	60	20.16			
Total steel.	1,947.21		30.70	Total.....	125,262	55.0

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES—	Coal, Tons, Bitumi- nous	Wood, Cords, Soft	Total Fuel Consumed, Tons	Miles Run	Average Pounds Consumed Per Mile
Passenger.....	28,216	110	28,271	706,801	80.00
Freight.....	47,923	89	47,969	575,171	166.75
Switching.....	12,593	40	12,913	258,276	100.00
Construction (Included in freight.)..	2,163	7	2,166	43,315	100.00
Total	91,195	246	91,318	1,583,563	115.25
Average cost at distributing point....	\$2.22	\$2.50			

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ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

A. Accidents Resulting from the Movement of Trains, Locomotives or Cars.

KIND OF ACCIDENT	EMPLOYEES									
	Trainmen		Switchmen, Flagmen and Watchmen		Station Men		Shop Men		Trackmen	
	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd
Coupling or uncoupling	1	3						1		
Collisions		3								2
Deraillments		4								
Parting of trains		2								
Locomotives or cars breaking down.		3								
Falling from trains, locomotives, or cars	3	5								
Jumping on or off trains, locomotives, or cars	1	11								
Struck by trains, locomotives, or cars.	1	1								
Overhead obstructions		4								
Other causes		15								
Total	6	50						1	8	2
										4
										8
										17
										57

KIND OF ACCIDENT	OTHER PERSONS					
	PASSENGERS		TRESPASSING		NOT TRESPASSING	
	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd
Collisions		8		1		1
Deraillments		1				
Parting of trains						
Locomotives or cars breaking down.						
Falling from trains, locomotives, or cars		8		1		2
Jumping on or off trains, locomotives, or cars		2		2		2
Struck by trains, locomotives, or cars						
At highway crossings				2		2
At stations						
At other points along track.		2		3		3
Other causes		11		4		2
Total						
				2		8
						7
						15
						75

SUMMARY		Total	
Killed	Injur'd	Killed	Injur'd
Employees	9	57	
Passengers	11	11	
Other persons	6	17	

ACCIDENT TO PERSONS—STATE OF MINNESOTA—Continued.

B. Accidents Arising from Causes Other Than Those Resulting from the Movement of Trains, Locomotives, or Cars.

KIND OF ACCIDENT	EMPLOYEES										Total Employees		Other Persons		Total	
	Station Men		Shop Men		Trackmen		Other Employees									
	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd		
Handling traffic		3					3								7	
Handling tools, machinery, etc.				19			1								20	
Handling supplies, etc.				7			3								10	
Getting on or off locomotives or cars at rest							1								4	
Other causes				4			8								16	
Total		3		33			16								57	

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

(Page 78.)

WORKING DIVISIONS OR BRANCHES			ALIGNMENT			PROFILE						
From	To	Miles	Num-ber of Curves	Agg-ate Length of Curved Line Miles	Length of Straight Line Miles	Length of Level Line Miles	Ascending Grades			Descending Grades		
							No.	Sum of Ascents Feet	Aggregate Length of Ascending Grades Miles	No.	Sum of Descents Feet	Aggregate Length of Descending Grades Miles
Minneapolis, Minn.	Albert Lea, Minn.	108.84	151	26.61	82.23	24.97	154	1,390	48.29	100	946.6	35.58
Albert Lea, Minn.	Iowa-Minn. State Line....	13.14	19	4.40	8.74	4.51	13	173	4.61	13	144.5	4.02
Hopkins, Minn.	Morton, Minn.	94.34	90	17.17	77.17	26.23	286	1,904	32.73	233	1 004.0	35.38
Morton, Minn.	Jonks Bay Branch)											
Morton, Minn.	Minn.-S. D. State Line....	82.13	59	7.63	74.45	22.37	326	762.2	34.78	204	553.4	24.78
Winthrop, Minn.	Iowa-Minn. State Line....	80.16	48	10.96	69.20	14.60	51	831.5	39.85	52	553.4	23.11
Total	378.61	367	66.82	311.79	89.88	830	5,080.7	160.26	632	3,206.9	123.47

18 REPORT RAILROAD AND WAREHOUSE COMMISSION.

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CHARACTERISTICS OF ROAD—Continued—STATE OF MINNESOTA.

Bridges, Trestles, Tunnels, Etc.

ITEM.	Number	Aggregate Length Feet	Minimum Length Feet	Maximum Length Feet	ITEM	Number	Height of Lowest Above Surface of Rail Ft. In.
Bridges—					Overhead Highway Crossings—		
Stone.....					Bridges.....	21	18.4
Iron.....	25	3,597	80	371	Conduits.....		
Wooden.....	2	297	82	315	Trestles.....		
Total.....	27	3,894			Total.....	21	18.4
					Overhead Railway Crossings:		
					Conduits.....		
					Bridges.....	2	19.0
					Trestles.....		
Trestles.....	215	23,114	5	1,906	Total.....	2	19.0

Gauge of track, 4 feet 8½ inches, 378.61 miles.

TELEGRAPH.

A. Owned by Company Making This Report.

Miles of Line	Miles of Wire	Operated by This Co.		Operated by Another Company.		
		Miles of Line	Miles of Wire	Miles of Line	Miles of Wire	Name of Operating Co.
.....	*66.00	.....	66.00	.....	.....	.....
.....	**16.50	.....	16.50	.....	.....	.....

B. Owned by Another Company, but Located on Property of Road Making This Report.

Miles of Line	Miles of Wire	Name of Owner	Name of Operating Co.
371.62	80.00	Western Union Telegraph Co.	***
.....	** 1,119.42	Western Union Telegraph Co.	

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EXPLANATORY REMARKS.

* On poles owned by the Western Union Telegraph Co.

** On poles owned by the Great Northern Railway.

*** Operated jointly with the Western Union Telegraph Co.

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CAR MILEAGE.

STATEMENT OF AMOUNTS PAID FOR ROLLING STOCK NOT OPERATED BY RAILROADS NOR CONSIGNED FOR USE BY LEASE DURING THE YEAR ENDED JUNE 30TH, 1903:

The rates paid for refrigerators are $\frac{1}{4}$ of a cent and 1 cent per car mile; for tanks, $\frac{1}{2}$ of a cent per car mile, and for other freight cars 6-10 of a cent per car mile.

American Refrigerator Transportation	\$166.84
Arms Palace Horse Car	60.33
Arbuckles' Ariosa Despatch	12.09
Armour & Company	1,540.01
American Car Company	1.25
American Fast Freight	1.65
Atlas Engine Works	1.24
American Cotton Oil Co.	9.70
Anglo-American Provision Co.	3.53
American Live Stock Transportation	1.49
Booth's Cold Storage	28.67
Burtor Stock Car Co.	5.85
Barrett Manufacturing Co.	2.72
Canda Cattle Car Co.	18.78
Continental Fruit Express	82.74
Cold Blast Transportation Co.	161.79
Cudahy Refrigerator Line	297.74
C., N. Y. & B. Ref. Co.	135.61
Craig Oil Co.	1.78
Crystal Car Lines	10.71
Cudahy Mil. Ref. Lines	4.73
Canfield Oil Co.	2.79
California Fruit Transportation	14.04
Cudahy Oil Tank Line	3.20
Deere, John & Co. ....	.66
Dairy Dealers Despatch	8.69
Dairy & Dressed Poultry Line	1.79
Dairy Shippers Despatch	6.26
Doid, Jacob, Packing Co.	2.20
Doud Stock Company	3.99
German-American Ref. Line	13.72
Gieser Mfg. Co.	1.25
German-American Ref. Exp.	16.57
Hammond Ref. Line	242.34
Hicks Stock Cars	11.42
Isterouma Tank Line	4.54
Kentucky Refining Co.	8.86
Kingman & Company	6.07
Live Poultry Transportation Co.	42.86
Lipton Refrigerator Line	20.38
Merchants Despatch Transportation Co.	1,459.07
Mather Stock Car Co.	130.55
Midland Linseed Despatch	67.35
Menasha W. W. Co.	5.72
M. Rumley Co. ....	.66
Nelson Morris & Co.	119.41
N. E. Car Co.	34.41
N. & S. Rolling Stock Co.	11.25
N. Y. Despatch Line	278.69
National Despatch Line	7.78
Omaha Packing Co.	740.23
Pittsburgh Plate Glass Co.	5.41
Pittsburgh Coal Co.	1.29
Proctor & Gamble .....	.99
Puragon Refining Co.	87.72
Pabst Refrigerator Line	2.48
Produce Shippers Despatch	15.23
Produce Dealers Despatch	1.74
St. Louis Refining Co.	520.74
Street's Western Stable	1,419.68
Samuel Cupples W. W. Co.	15.06
Swift Refrigerator Line	1,144.05
Seaboard Refining Co.	8.92
Swift Live Stock .....	.17
Titusville Oil Works	7.38
Union Tank Line	688.71
Union Refrigerating Line	90.78
Venice Transportation Co.	10.86
Western Refrigerator Line	154.36
Wogan Bros.	1.78
Total	\$9,993.35

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TAXES AND ASSESSMENTS OF ALL KINDS.

For Reporting Company's Owned and Proprietary Lines.

STATE OR TERRITORY—	AD VALOREM TAX		SPECIFIC TAXES				On Prop- erty Owned not Used in Operation Miscella- neous	Internal Revenue, U. S. Govern- ment	Total
	On the Value of Real and Personal Property	On the Value of Stocks or Bonds, or on Valuation Based on Earn- ings, Dividends, or other Re- sults of Operation	On Stocks, Bonds, Loans, etc.	On Gross or Net Earn- ings, Re- venue, or Dividends	On Traffic or Some Phys- ical Quality of Property Operated, or on Privilege				
Minnesota	\$90,000.00	.....	.....	\$85,936.87	.....	.....	.....	\$85,936.87
Iowa	8,000.00	.....	.....	.....	.....	.....	.....	80,000.00
South Dakota	387.86	.....	.....	.....	.....	.....	.....	8,000.00
New York .....	.....	.....	.....	.....	.....	.....	.....	387.86
Total	\$98,387.86	.....	.....	\$85,936.87	.....	.....	.....	\$119,274.75

Minneapolis, St. Paul & Sault Ste. Marie Railway Co.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Minneapolis, St. Paul & Sault Ste. Marie Ry.

2. Date of organization? June 11, 1888.

3. Under laws of what Government, State, or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same.

5. Date and authority for each consolidation?

6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized.

The Menominee & Sault Ste. Railway Company was organized in the year.....under the general incorporation laws of Michigan.

The Minneapolis, Sault Ste. Marie & Atlantic Railway Company was organized in the year 1883 under the general incorporation laws of Wisconsin.

Said two companies were consolidated in the year 1886, under paragraphs 3343 and 3344, pages 854 and 855, Howell's Annotated Statutes of Michigan, and section 833, supplemented to the Revised Statutes of Wisconsin.

The Minneapolis & Pacific Railway Company was organized in the year 1884, and the Minneapolis and St. Croix Railway Company in the year 1885, under the general incorporation laws of Minnesota.

The Aberdeen, Bismarck & Northwestern Railway Company was organized in the year 1883, under the general incorporation laws of the Territory of Dakota.

In the year 1883, the said consolidated Company, the said Minneapolis & Pacific Railway Company, the said Minneapolis & St. Croix Railway Company and the said Aberdeen, Bismarck & Northwestern Railway Company was consolidated and all their right, properties and franchises united and vested in one single corporation, the said Minneapolis, St. Paul & Sault Ste. Marie Railway Company, under the statutes above referred to and paragraphs 66, 67 and 68, pages 381 and 382 general laws of Minnesota for the year 1878 and chapter 94 General Laws of Minnesota for the year 1881 and chapter 46 General Laws of the Territory of Dakota for the year 1876.

19 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Thos. Lowry.....	Minneapolis, Minn.,	3d Tues. Sept. '03
John Martin.....	Minneapolis, Minn.,	3d Tues. Sept. '03
W. D. Washburn.....	Minneapolis, Minn.,	3d Tues. Sept. '03
E. Pennington.....	Minneapolis, Minn.,	3d Tues. Sept. '03
G. R. Newell.....	Minneapolis, Minn.,	3d Tues. Sept. '03
E. A. Young.....	St. Paul, Minn.,	3d Tuesday, Sept. '03
Sir W. C. Van Horne.....	Montreal, Canada,	3d Tues. Sept. '03
Sir T. G. Shaughnessy.....	Montreal, Canada,	3d Tues. Sept. '03
R. B. Angus.....	Montreal, Canada,	3d Tues. Sept. '03
C. H. Pettit.....	Minneapolis, Minn.,	3d Tues. Sept. '03

Total number of stockholders at date of last election? 308.

Date of last meeting of stockholders for election of directors? September 16, 1902.

Give post-office address of general office? Minneapolis, Minn.

Give post-office address of general office? Minneapolis, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? C. W. Gardner, Auditor, Minneapolis, Minn.

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OFFICERS.

Title.	Name.	Location of Office.
President	Thomas Lowry....	Minneapolis, Minn.
First vice-president	John Martin.....	Minneapolis, Minn.
Second vice-president	E. Pennington....	Minneapolis, Minn.
Secretary	C. F. Clement....	Minneapolis, Minn.
Treasurer	C. F. Clement....	Minneapolis, Minn.
Paymaster	H. N. Paist.....	Minneapolis, Minn.
General solicitor	Alfred H. Bright...	Minneapolis, Minn.
Asst. Solicitor	Henry B. Dike....	Minneapolis, Minn.
Auditor	C. W. Gardner....	Minneapolis, Minn.
General manager	Edw. Pennington..	Minneapolis, Minn.
Chief engineer	Thomas Greene...	Minneapolis, Minn.
General superintendent.....	G. R. Huntington...	Minneapolis, Minn.
Division superintendent.....	F. W. Curtis.....	Minneapolis, Minn.
Division superintendent.....	C. F. Seymour.....	Enderlin, N. D.
Division superintendent.....	S. W. Derrick.....	Bismarck, N. D.
Superintendent of telegraph.	H. A. Tuttle.....	Minneapolis, Minn.
Superintendent of Car Service	H. L. Hunter.....	Minneapolis, Minn.
Traffic Manager, Freight...	W. L. Martin.....	Minneapolis, Minn.
General Freight Agent, Assistant	E. D. Parker.....	St. Paul, Minn.
Asst. general freight agent...	W. C. Marshall....	Minneapolis, Minn.
General passenger agent ...	W. R. Callaway...	Minneapolis, Minn.
Asst. gen. passenger agent..	W. L. Thorn.....	St. Paul, Minn.
Frt. Claims Agent.....	A. E. Hodson....	Minneapolis, Minn.
Land commissioner	D. W. Casseday...	Minneapolis, Minn.
Purchasing Agent.....	E. T. Stone.....	Minneapolis, Minn.

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PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad, the Operations of which are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a Main line.
 - b Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified term.
4. Line operated under contract, or where the rent is contingent upon the earnings or other considerations.
5. Line operated under Trackage Rights.

NAME—	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
a Minneapolis, St. Paul & Sault Ste. Marie Ry.	St. Croix River	No. Dakota Line	225.00	.....
b Minneapolis, St. Paul & Sault Ste. Marie Ry.	Cardigan Jct.	St. Paul	5.34	.....
b. Northern Pacific Railway.	St. Paul & Mpls.	Terminals	14.37	230.34
Minneapolis & St. Louis Ry.	Minneapolis	Terminals	1.03	.....
Chicago, Milwaukee & St. Paul Ry.	Minneapolis	Terminals	.70	.....
St. Paul Union Depot	St. Paul	Terminals	.57	.....
Total				17.26
				247.60

PROPERTY OPERATED.

(Page 8.)

NAME—	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
a Minneapolis, St. Paul & Sault Ste. Marie Ry.	S. Marie, Mich.	Port St. Marie, Mich.	1039.89	1039.89
b Minneapolis, St. Paul & Sault Ste. Marie Ry.	North of Newell	Port St. Marie, Mich.	1.43	1.43
	from Gladstone	Ore Dock, Mich.	1.10	1.10
	from Masonville, Mich.	Coal Dock, Mich.	1.13	1.13
	from Cherry Valley, Mich. ....	.....	.73	.73
	from Marblehead, Mich. ....	.....	1.43	1.43
	from Spaulding, Mich. ....	.....	2.30	2.30
	from Parkington, Mich. ....	.....	2.30	2.30
	from Russell, Mich. ....	.....	7.05	7.05
	from Sediff, Mich. ....	.....	1.16	1.16
	Rapid River ....	.....	1.16	1.16
	N. from Prentice, Wis.	Eben Jct., Mich.	30.55	30.55
	N. from Rhineland, Wis. ....	.....	.53	.53
	N. from Armstrong Creek, Wis. ....	.....	.53	.53
	Dresser Jct., Wis.	St. Croix Falls, Wis.	3.06	3.06
	Summit Jct., Wis.	Frederick, Wis.	2.06	2.06
	Barron, Wis.	Ridgeland, Wis.	22.43	22.43
	Cameron, Wis.	Rice Lake, Wis.	18.33	18.33
	Rice Lake, Wis.	Beechwood, Wis.	8.63	8.63
	Touhy, Wis. ....	.....	16.19	16.19
	Cardigan Jct. ....	.....	2.21	2.21
	Hankinson, N. D.	St. Paul, Minn.	6.34	6.34
	Hibbard, N. D.	Hibbard, N. D.	181.58	181.58
	Wishek, N. D.	Pollock, S. D.	32.60	32.60
	.....	.....	70.35	70.35
	.....	.....	1403.28	1403.28
5. Northern Pacific Ry.	St. Paul & Minneapolis	Terminals	14.37	14.37
Minneapolis & St. Louis Ry.	Minneapolis	Terminals	1.62	1.62
Chicago, Milwaukee & St. Paul Ry.	Minneapolis	Terminals	.70	.70
St. Paul Union Depot	St. Paul	Terminals	.87	.87
Sault Ste. Marie Jt. Terminals	Sault Ste. Marie, Mich.	Terminals	1.36	1.36
Total	1471.80

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CAPITAL STOCK.

DESCRIPTION—	Number of Shares Authorized	Par Value of Shares	Total Par Value Authorized	Total Am't Issued and Outstanding	Dividends Declared During Year	
					Rate Per Cent	Amount
Capital stock—						
Common	140,000	\$100.00	\$14,000,000	\$14,000,000		
Preferred	70,000	100 00	7,000,000	7,000,000		
Total	210,000	\$100.00	\$21,000,000	\$21,000,000		

MANNER OF PAYMENT FOR CAPITAL STOCK.

	Number of Shares Issued during year.	Cash Realized on Amount Issued during Year	Total No. Shares Issued and Outstanding.	Total Cash Realized.
Issued for cash:—				
Common				
Preferred				
Issued for construction:—				
Common				
Preferred				
Issued for reorganization:—				
Common				
Preferred				
Total				

REMARKS.

All stock of the present company was issued in exchange for stock of the constituent companies under articles of consolidation in June 1888.

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FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

CLASS OF BOND OR OBLIGATION.	TIME		Amount of Authorized Issue	Amount Issued	Amount Outstanding	Cash Realized on Amount Issued	INTEREST			
	Date of Issue	When Due					Rate Pr. Ct.	When Payable	Amt. Accrued During Year	Amount Paid During Year
M. & P. Ry. 1st mortgage.....	1-1 1886	1-1 1936	\$4,290,000.00	\$4,290,000.00	\$337,000.00	.....	4	J. & J.	\$15,900.00	\$16,220.00
M., S. S. M. & A. Ry. 1st mort..	1-1 1886	7-1 1926	10,000,000.00	10,000,000.00	8,209,000.00	.....	4 & 5	J. & J.	329,000.00	329,520.00
M., St. P. & S. S. M. Ry. consol.	7-1 1888	7-1 1938	33,603,000.00	25,057,000.00	25,057,000.00	.....	4	J. & J.	950,180.00	902,020.00
			\$47,893,000.00	\$39,347,000.00	\$33,603,000.00	\$27,306,536.31	.....	.....	\$1,295,080.00	\$1,247,760.00
M., St. P. & S. S. M. Ry. 2d mort.	1-1 1889	1-1 1949	5,000,000.00	3,500,000.00	3,500,000.00	3,334,264.78	4	J. & J.	140,000.00	140,680.00
Total			\$52,893,000.00	\$42,847,000.00	\$37,103,000.00	\$30,640,851.09	.....	.....	\$1,435,060.00	\$1,388,420.00
Grand total			\$52,893,000.00	\$42,847,000.00	\$37,103,000.00	\$30,640,851.09	\$1,435,060.00	\$1,388,420.00

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FUNDED DEBT—Continued.

Equipment Trust Obligations.

A. General Statement.

Series or Other Designation	Date of Issue	Term	Number of Payments	Equipment Covered	REMARKS
Victoria Rolling Stock Co.....	Sept. 27, 1883.	10 years	20	1,000 box cars 20 cabooses 28 locomotives	Represented by 20 semi-annual notes, 19 of \$41,815.80 and 1 of \$40,978.38, payable at Toronto, Canada. 1st payment June 1, 1884.
Victoria Rolling Stock Co.....	Aug. 2, 1887.	10 years	20	500 box cars	Represented by 20 semi-annual notes of \$13,394.97, each payable at Toronto, Canada. 1st note payable Feb. 1, 1888.
Wells, French Co.....	June 8, 1888.	5 years	60	500 box cars	Represented by 60 monthly notes of \$4,510.22 each, payable at First National Bank, New York, 1st payable Oct. 15, 1888.

B. Statement of Amount.

Series or Other Designation	Cash Paid on Delivery of Equipment	Deferred Payments—Principal		Deferred Payments—Interest.			
		Original Amount	Amount Outstanding	Original Amount	Amount Outstanding	Amount accrued During Year	Amount Paid During Year
Victoria Rolling Stock Co.....	\$158,764.01	\$989,256.59	\$40,978.38	.....	.....	.....	.....
Victoria Rolling Stock Co.....	49,500.00	317,899.40	120,554.73	.....	.....	.....	.....
Wells, French Co.....	.....	288,000.00	13,417.85	\$31,813.20	\$112.81	\$2,090.81	5%
Total	\$208,264.01	\$1,545,655.99	\$147,945.96	\$31,813.20	\$112.81	\$2,090.81	5%

RECAPITULATION OF FUNDED DEBT.

(Page 23.)

CLASS OF DEBT—	Amount Issued	Amount Outstanding	INTEREST	
			Amount Accrued during Year	Amount Paid during Year
Mortgage bonds—Page 19				
Miscellaneous obligations—page 19				
Income bonds—page 19				
Equipment trust obligations—page 21				
Total	\$42,847,000.00	\$37,103,000.00	\$1,435,080.00	\$1,388,420.00
	1,545,655.99	175,058.77	2,090.81	2,090.81
	\$44,392,655.99	\$37,278,058.77	\$1,437,170.81	\$1,390,510.81

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1903.	
Cash	\$1,984,198.82	Receiver's certificates	
Bills receivable	601,814.07	Loans and bills payable	
Due from agents	884,617.53	Audited vouchers and accounts	
Due from solvent companies and individuals	231,983.35	Wages and salaries	\$589,052.47
Net trade balances due from other companies	384,265.49	Net trade balances due to other companies	314,539.57
Other cash assets (excluding "Materials and Supplies")		Dividends not called for	
		Matured interest coupons unpaid (inc. coupons due July 1)	670,800.00
		Rebills due July 1	286,917.67
		Miscellaneous	
Total—Cash and current assets	\$3,570,758.26	Total—Current liabilities	\$1,861,299.71
Balance—Current liabilities		Balance—Cash assets	1,709,458.55
Total	\$3,570,758.26	Total	\$3,570,758.26

* Materials and supplies on hand, \$1,222,371.26.

(See General Balance Sheet—page '49.)

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RECAPITULATION.

A. For Mileage owned by Road making this Report.

ACCOUNT—	Total Amount Outstanding	APPORTIONMENT		AMOUNT PER MILE OF LINE	
		To Railroad	To Other Properties	Miles	Amount
Capital stock—page 17.....	\$21,000,000.00	\$21,000,000.00	.....	1,453.28	\$14,450.07
Bonds—page 19 (grand total).....	37,103,000.00	37,103,000.00	.....	1,453.28	26,590.53
Equipment trust obligations—page 21.....	175,058.77	175,058.77	.....	1,453.28	130.45
Total	\$58,278,058.77	\$58,278,058.77	.....	1,453.28	\$40,101.05

B. For Mileage Operated by Road making this Report (Trackage Rights excluded), the Operations of Which are Included in the Income Account—Page 31.

NAME OF ROAD—	Capital Stock	Funded Debt	Total	AMOUNT PER MILE OF LINE	
				Miles	Amount
Minneapolis, St. Paul & Sault Ste. Marie Ry.	\$21,000,000.00	\$37,278,058.77	\$58,278,058.77	1,453.28	\$40,101.05
Grand Total	\$21,000,000.00	\$37,278,058.77	\$58,278,058.77	1,453.28	\$40,101.05

ITEM— COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

(Page 27.)

ITEM—	Expenditures During Year			Total Cost to June 30, 1902	Total Cost to June 30, 1903	Cost Per Mile
	Included in Operating Expenses	Not Included in Operating Expenses				
		Charged to Income Account as Permanent Improvements	Charged to Construction or Equipment			
CONSTRUCTION:						
Engineering			\$14,737.97	\$495,955.72	\$510,693.69	\$351.41
Right of way and station grounds			19,181.64	1,389,663.49	1,408,795.13	969.89
Real estate						
Grading		\$2,643.59	981,346.96	7,078,045.86	8,654,892.82	5,955.08
Tunnels						
Bridges, trestles, and culverts			28,085.65	1,618,157.34	1,641,192.99	1,129.30
Ties			45,510.10	1,292,181.20	1,337,691.80	920.47
Rails			298,496.79	6,278,238.83	6,574,735.82	4,524.07
Track fastenings		154.20	78,416.47	138,532.82	211,949.29	145.84
Frogs and switches			2,245.58	98,038.02	96,278.60	66.25
Ballast	14,242.80		21,533.17	992,840.00	1,013,878.17	697.64
Track laying and surfacing			28,024.14	791,278.92	789,303.06	543.12
Fencing right of way			186,177.58	1,961,777.58	1,970,010.58	135.62
Crossings, cattle guards, and signs		2,852.86	10,912.98	50,852.77	51,985.79	36.77
Interlocking or signal apparatus			1,183.02			
Telegraph lines		10.00	3,664.36		3,664.38	2.52
Station buildings and fixtures		8,486.71	5,846.20	195,110.39	200,956.48	138.28
Shops, roundhouse, and turntables		18,684.66	117,370.72	576,891.05	624,761.77	476.69
Shop machinery and tools		3,268.09	7,076.69	418,908.21	421,586.90	290.09
Water stations		8,012.58		101,100.89	101,100.89	69.57
Fuel stations		64,805.56	5,704.66	306,108.28	311,812.94	214.56
Grain elevators		7,952.00	100.31	18,989.24	17,090.08	11.76
Storage warehouses				89,097.51	89,097.51	61.30
Docks and wharves						
Electric light plants						
Electric motive power plants						
Gas Making Plants, Sidings & Yard Extensions						
Miscellaneous structures						
Legal expenses						
Interest and discount						
General expenses						
Total construction	\$42,242.80	\$226,817.92	\$1,784,518.67	\$46,775,898.23	\$48,560,411.90	\$38,414.86

\$226,817.92 charged to betterment and improvement fund provided from income account.

(Page 29.)

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS—Continued.

ITEM—	Expenditures During Year				Total Cost to June 30, 1902	Total Cost to June 30, 1903	Cost per Mile
	Included in Operating Expenses	Not Included in Operating Expenses		Charged to Construction or Equipment			
		Charged to Income Account as Permanent Improvements					
EQUIPMENT:							
Locomotives			\$172,978.13		\$1,171,882.37	\$1,344,860.50	\$925.40
Passenger cars			57,303.75		254,875.23	312,178.98	214.81
Sleeping, parlor, and dining cars			122,297.82		246,901.24	369,259.06	254.08
Baggage, express, and postal cars			28,238.00		68,165.62	96,403.62	66.34
Combination cars					32,484.96	32,484.96	22.35
Freight cars			372,268.62		4,420,528.08	4,792,796.70	3,297.92
Others cars of all classes			21,765.66		210,104.95	231,870.61	159.55
Floating equipment							
Total equipment			\$774,851.98		\$6,405,002.45	\$7,179,854.43	\$4,940.45
Total construction—page 27	\$42,242.80	\$226,817.92	1,784,518.67		46,775,893.23	48,560,411.90	39,414.85
Grand total cost construction, equipment, etc	\$42,242.80	\$226,817.92	\$2,559,370.65		\$53,180,895.68	\$55,740,266.33	\$38,354.80
Total cost construction, equipment, etc.— State of Minnesota		\$68,708.33	\$160,734.87		\$10,798,840.00	\$10,959,564.87	\$47,579.95

Does the absence of any entry under the heading "Included in Operating Expenses" (page 27 or 29) mean that no expenditures for permanent improvements or betterments have been charged to operating expense accounts? Yes.

Do the amounts entered under the heading "Included in Operating Expenses" (page 27 or 29) cover all expenditures for permanent improvements or betterments charged to operating expense accounts? Yes.

(Page 31.)

INCOME ACCOUNT.

/ For Roads Making Operating Reports.

Gross earnings from operation—page 35.....	\$7,888,089.01	
Less operating expenses—page 45.....	8,904,768.70	
Income from operation		\$3,488,275.81
Dividends on stocks owned—page 37.....	\$1,750.00	
Interest on bonds owned—page 39.....	480.00	
Miscellaneous income—less expenses—page 41.....	54,248.98	
Income from other sources		56,478.98
Total income		\$3,489,754.29
Deductions from Income:		
Interest on funded debt accrued—page 28.....	\$1,480,818.22	
Taxes—page 79, A.....	894,988.64	
Total deductions from income		1,825,856.86
Net income		\$1,664,497.43
Surplus from operations of year ending June 30, 1903..	\$1,664,497.43	
Surplus on June 30, 1902 (from "General Balance Sheet," 1902 report).....	2,275,254.81	
Deductions for year	200,000.00	
Surplus on June 30, 1903 (For entry on "General Balance Sheet," page 51)		\$3,739,752.24

(PAGE 35.) EARNINGS FROM OPERATION—STATE OF MINNESOTA.

ITEM—	Gross Earnings from Business Originating and Terminating in State of Minnesota	Deductions Account of Repayments Etc.	Actual Earnings	Gross Earnings from Interstate Business State of Minnesota, Divided on Straight Mileage Basis	Deductions Account of Repayments Etc.	Actual Earnings	Total Gross Earnings, Including Local and Interstate Business, Accruing to State of Minnesota
PASSENGER—							
Passenger revenue	\$129,674.69	.....	\$129,674.69	\$295,678.20	.....	\$295,678.20	\$425,352.89
Less repayments—							
Excess fares refunded							
Total deductions							
Total passenger revenue			\$129,674.69			\$295,678.20	\$425,352.89
Mail, "Route Mileage Basis"			53,488.20			53,488.20	53,488.20
Express, "Express Car Mileage"			25,476.18			25,476.18	25,476.18
Extra baggage and storage			5,172.20			5,172.20	5,172.20
Other items			2,711.90			2,711.90	2,711.90
Sleeping Car earnings			13,953.00			13,953.00	13,953.00
Total passenger earnings			\$230,476.17			\$295,678.20	\$529,154.37
FREIGHT—							
Freight revenue	\$508,855.61	.....	508,855.61	\$1,315,572.88	.....	1,315,572.88	1,824,428.49
Less repayments—							
Overcharge to shippers							
Other repayments							
Total deductions							
Total freight revenue			\$508,855.61			\$1,315,572.88	\$1,824,428.49
Demurrage			3,007.50			3,007.50	3,007.50
Stoppage Charges			639.20			639.20	639.20
Total freight earnings			\$512,502.31			\$1,315,572.88	\$1,828,075.19
Total passenger and freight earnings							
OTHER EARNINGS FROM OPERATION—							
Switching charges—Bal.			\$5,003.31			\$5,003.31	\$5,003.31
Car Mileage—Balance			16,283.60			16,283.60	16,283.60
Line of equipment—balance			130.45			130.45	130.45
Telegraph Companies			13,394.72			13,394.72	13,394.72
Total other earnings			\$34,812.71			\$34,812.71	\$34,812.71
Total gross earnings from operation—Minnesota			\$777,791.19			\$1,611,251.08	\$2,389,042.57
Total gross earnings from operation—Entire line							7,338,089.01

(Page 37.)

STOCKS OWNED.

A. Railway Stocks.

NAME—	Total Par Value.	Rate, Per Ct.	Income or Dividend Received.	Valuation.
Capital Stock of this company	\$225,600.00	.....	.....	\$225,600.00
Minnesota Transfer Ry. Co.	7,000.00	.....	.....	7,000.00
Total	\$232,600.00	.....	.....	\$232,600.00

B. Other Stocks.

New Jersey Bridge Co., stock	\$500.00	.....	.....	\$500.00
St. Paul Union Depot stock	100,000.00	4	\$1,750.00	100,000.00
Western Express Co. stock	25,000.00	.....	.....	25,000.00
Sainte Marie U. D. stock	87,500.00	.....	.....	50,532.07
Total	\$163,000.00	\$1,750.00	\$175,832.07
Grand Total—A and B	\$395,600.00	\$1,750.00	\$406,432.07

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BONDS OWNED.

A. Railway Bonds.

NAME—	Total Par Value	Rate Per Ct.	Income or Interest Received.	Valuation.
Minnesota Transfer Ry., 4 per cent Mortgage Bonds	\$15,000.00	4	\$480.00	\$15,000.00
Total	\$15,000.00	\$480.00	\$15,000.00

B. Other Bonds.

Grand Total—A and B	\$15,000.00	\$480.00	\$15,000.50
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(Page 41.)

RENTALS RECEIVED.

Rents Received from Lease of Tracks, Yards, and Terminals.

	Situation of Property Leased	Name of Company Using Property Leased.	Item.	Total
Tracks— Trackage.....	Trout Lake to Sault Ste. Marie, Mich.....	D. S. S. & Atl. Ry.	3,181.45	.....
Total.....	.....	.....	.....	3,181.45
Grand Total.....	.....	.....	.....	3,181.45

MISCELLANEOUS INCOME.

ITEM.	Gross Income.	Less Expenses.	Net Mis- cellaneous Income.
Interest on Deposits and Loans	54,248.98	.....	54,248.98
Total	54,248.98	.....	54,248.98

19 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 43.)

OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

Repairs of roadway	\$439,786.26
Renewals of Rails	299.15
Renewals of Ties	126,136.58
Repairs and renewals of bridges and culverts.....	113,150.50
Repairs and renewals of fences, road crossings, signs, and cattle guards.	10,835.27
Repairs and renewals of buildings and fixtures	77,873.07
Repairs and renewals of docks and wharves.....	14,153.19
Repairs and Renewals of Telegraph	17,955.45
Stationery and printing	810.48
Other Expenses	1.77
Total.....	\$800,791.71

MAINTENANCE OF EQUIPMENT.

Superintendence	3,842.65
Repairs and renewals of locomotives	248,552.75
Repairs and renewals of passenger cars	76,719.99
Repairs and renewals of freight cars	274,587.77
Repairs and renewals of work cars.....	18,038.83
Repairs and renewals of shop machinery and tools.....	21,059.88
Stationery and printing	3,207.21
Other Expenses	16,049.29
Total	\$661,068.37

CONDUCTING TRANSPORTATION.

Superintendence	74,854.20
Engine and roundhouse men	351,624.98
Fuel for locomotives	673,937.85
Water supply for locomotives	28,234.93
Oil, tallow, and waste for locomotives	16,740.97
Other supplies for locomotives	6,256.49
Train service	252,156.72
Train supplies and expenses	52,434.27
Switchmen, flagmen, and watchmen.....	51,089.24
Telegraph expenses	73,402.09
Station service	167,645.87
Station supplies	14,864.81
Loss and Damage	49,119.68
Injuries to Persons	45,545.22
Clearing wrecks	6,598.21
Operating marine equipment	67,347.08
Advertising	21,327.86
Outside Agencies	107,474.03
Stock yards and elevators	7,217.65
Rents for tracks, yards and terminals—page 47, B.	174,231.42
Stationery and printing	23,611.34
Other expenses	6,447.80
Sleeping car expenses.....	11,186.88
Total	\$2,282,868.49

GENERAL EXPENSES.

Salaries of general officers	37,459.84
Salaries of clerks and attendants	51,402.88
General office expenses and supplies	16,187.82
Insurance	18,889.88
Law expenses	20,632.89
Stationery and printing (general offices).....	5,664.02
Other Expenses	9,807.80
Total	\$160,045.13

RECAPITULATION OF EXPENSES.

Maintenance of way and structures	800,791.71
Maintenance of equipment	661,068.37
Conducting transportation	2,282,868.49
General expenses	160,045.13
Grand total	\$3,904,768.70

Percentage of expenses to earnings—entire line 53.21

OPERATING EXPENSES—STATE OF MINNESOTA.

Maintenance of way and structures	\$172,165.97
Maintenance of equipment	174,466.90
Conducting transportation	761,723.14
General expenses	48,340.18
Total	\$1,156,695.19

Percentage of Expenses to Earnings—Minnesota 48.41

(Page 47.)

RENTALS PAID.

B. Rents Paid for Lease of Tracks, Yards, and Terminals.

Designation of Property	Situation of Property Leased	Name of Company Owning Property Leased	Item	Total
Tracks.....	3rd Ave. N. & 20th Ave. S. Minneapolis.....	M. & St. L. R. R.....	\$ 6,305.36	.....
Tracks.....	Minneapolis & St. Paul.....	Northern Pacific Railway.....	10,728.00	.....
Tracks.....	Northtown Jct. & M. & St. L. R.....	Northern Pacific Railway.....	11,956.94	.....
Tracks.....	B. S. Wright's Addition to Shoreham.....	Northern Pacific Railway.....	1,336.23	.....
Tracks.....	Northtown Jct. to Shoreham.....	Northern Pacific Railway.....	683.40	.....
Total.....				\$ 31,009.93
Terminals—				
Bridge.....	Sault Ste. Marie, Mich.....	New Jersey Bdge. Co.....	\$ 13,918.36	.....
Terminals.....	St. Paul.....	Northern Pacific Railway.....	32,319.54	.....
Terminals.....	Minneapolis.....	C. M. & St. P. Ry.....	9,999.96	.....
Total.....				56,237.86
				\$ 87,247.79
				86,983.63
Grand Total.....	Operating Above.....			\$ 174,231.42

(Page 49.) COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1902		ASSETS—	JUNE 30, 1903		YEAR ENDING JUNE 30, 1903	
Item	Total		Item	Total	Increase	Decrease
\$48,775,998.28		Cost of road—page 27		\$48,560,411.90	\$1,784,518.67	
6,405,092.45		Cost of equipment—page 29		7,179,854.48	774,851.98	
360,348.37		Stocks owned—page 37		402,483.07	48,088.70	
9,000.00		Bonds owned—page 39		16,000.00	8,000.00	
3,855,207.27		Other permanent investments		2,930,093.47		
399,302.14		Advances, New Branches, Inc. A. B. & N. W. Ry.		808,191.22		\$516,143.80
1,953,582.58		Land owned		3,570,758.26	1,617,235.73	91,110.94
		Cash and current assets—page 23				
		Other Assets—				
		Equipment trusts				
817,161.60		Materials and supplies		1,222,377.26	405,215.66	
		Sinking fund				
		Sundries				
		Profit and loss—page 31 (or 33)				
\$60,075,437.61		Grand total		\$64,104,088.61	\$4,028,651.00	

(Page 51.) COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1902		LIABILITIES—	JUNE 30, 1903		YEAR ENDING JUNE 30, 1903	
Item	Total		Item	Total	Increase	Decrease
\$21,000,000.00		Capital stock—page 17		\$21,000,000.00		
84,988,604.96		Funded debt—page 23		87,278,068.77	\$2,389,458.82	
1,569,782.04		Current liabilities—page 23		1,861,399.71	301,617.67	
		Real estate mortgages				
		Accrued interest on funded debt not yet payable				
14,000.00		Ellis Payable		14,000.00		
237,795.81		Betterment and Improvement Fund		210,977.89		
2,276,354.31		Profit and loss Page 31 (or 33)		3,789,752.24	1,464,497.48	\$36,317.92
\$60,075,437.61		Grand total		\$64,104,088.61	\$4,028,651.00	

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IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 9. All other important financial changes.

I. Extensions.

Trenary to Eben Junction, Mich.	6.12 miles.
Tony, Wis., North	2.21 miles
Hibard, N. D., to Bismarck, N. D.	32.60 miles.
	40.93 miles.

7. 2454 Minneapolis, St. Paul & S. S. M. Ry. Consolidated Bonds, entire line issued.

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing Contracts, Agreements, Arrangements, etc., with other Companies or persons, concerning the Transportation of Freight or Passengers. Give the statement in the following order, viz: 1. Express Companies. 2. Mails. 3. Sleeping, Parlor, or Dining Car Companies. 4. Freight or Transportation Companies or Lines. 5. Other Railroad Companies. 6. Steamboat or Steamship Companies. 7. Telegraph Companies. 8. Telephone Companies. 9. Other Contracts.

1. Western Express Company.—This Express Company operates over the lines of the Minneapolis, St. Paul & Sault Ste. Marie Ry. and the Duluth, South Shore & Atlantic Railway. The net earnings being divided between the Companies.

2. United States Post Office Department.

Route 139059, St. Paul to Sault Ste. Marie	Mile. Rate per m.	
Route 141068, St. Paul to Hankinson	490.81	153.05
	216.84	239.61

3. Sleepers and Dining Cars. This Company owns its Sleepers and Dimers and operates them jointly with the Canadian Pacific Railway.

4. No contract.

5. No contract.

6. No contract.

7. This Company owns and operates its own Telegraph Line.

8. No contract.

9. No other contracts.

(Page 57.) SECURITY FOR FUNDED DEBT—Page 23.

CLASS OF BOND OR OBLIGATION—	WHAT ROAD MORTGAGED		Miles	Amount of Mortgage Per Mile of Line	What Equipment Mortg'd	What Income Mortg'd	What Securities Mortg'd
	From	To					
Minneapolis & Pacific Ry. First mortgage bonds.....	Minneapolis	Boynton, N. D.....	287.60	\$1.172	.....	.....	.....
Minneapolis, Sault Ste. Marie & Atlantic Ry. First mortgage bonds.....	Minneapolis and branches.....	Sault Ste. Marie St. Paul and St. Croix Falls.....	500.73	16.394	.....	.....	.....
Minneapolis, St. Paul & Sault Ste. Marie Ry. First mortgage consolidated bonds.....	Sault Ste. Marie	Portal and branches....	1453.28	17,242	.....	.....	.....
Minneapolis, St. Paul & Sault Ste. Marie Ry. Second mortgage bonds.....	Sault Ste. Marie	Portal and branches....	1453.28	2,406

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EMPLOYEES AND SALARIES—STATE OF MINNESOTA.

CLASS—	Number	Total No. of Days Worked.	Total Yearly Compensation	Average Daily Compensation.
General Officers	2	730	\$ 5,937.38	\$8.13
Other Officers	3	1,095	8,383.83	7.66
General Office Clerks	23	8,395	15,900.49	1.89
Station Agents	34	12,410	21,958.69	1.77
Other Station Men	105	38,325	50,030.65	1.31
Enginemen	34	12,410	52,408.47	4.22
Firemen	34	12,410	32,699.30	2.63
Conductors	24	8,760	28,552.97	3.26
Other Trainmen	106	38,690	64,897.85	1.68
Machinists	127	46,355	89,545.67	1.93
Carpenters	124	45,260	80,323.23	1.77
Other Shopmen	141	51,465	92,829.18	1.80
Section foremen	34	12,410	19,096.00	1.54
Other Trackmen	148	54,020	58,257.70	1.08
Switchmen, Flagmen and Watchmen	6	2,190	4,883.70	2.23
Telegraph Operators and Dispatchers	21	7,665	12,032.84	1.57
Employees—Account Floating Equipment				
All other Employees and Laborers	253	92,345	145,977.28	1.68
Total (including "General Officers")—				
Minnesota	1219	444,935	\$ 783,715.23	\$ 1.76
Less "General Officers"	2	730	5,937.38	8.13
Total (excluding "General Officers")—				
Minnesota	1217	444,205	\$ 777,777.85	\$ 1.75
DISTRIBUTION OF ABOVE:				
General Administration	28	10,220	\$ 30,221.70	\$ 2.96
Maintenance of Way and Structures	303	110,595	145,527.42	1.32
Maintenance of Equipment	519	189,435	335,021.84	1.77
Conducting Transportation	369	134,685	272,944.27	2.03
Total (including "General Officers")—				
Minnesota	1219	444,935	\$ 783,715.23	\$ 1.76
Less "General Officers"	2	730	5,937.38	8.13
Total (excluding "General Officers")—				
Minnesota	1217	444,205	\$ 777,777.85	\$ 1.75
Total (including "General Officers")	3570	1,170,260	2,226,626.55	1.90
Entire Line				

19 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 61A.)

TRAFFIC AND MILEAGE STATISTICS—STATE OF MINNESOTA.

ITEM—	Column for No. Passen- gers, Tonnage, Car Mileage, No. Cars, etc.	Columns for Revenue and Rates.
		Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue....	267,484	.....
Number of passengers carried one mile.....	19,735,095	.....
Number of passengers carried one mile per mile of road	79,705	.....
Average distance carried, miles.....	73.78	.....
Total passenger revenue—Page 35.....		425,352.89
Average amount received from each passenger.....		1.59.019
Average receipts per passenger per mile.....		2.155
Total passenger earnings—Page 35.....		526,154.37
Passenger earnings per mile of road.....		2.125.01.765
Passenger earnings per train mile.....		.....
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue— Page 63.....	10,955,133	.....
Number of tons carried one mile.....	167,623,254	.....
Number of tons carried one mile per mile of road.....	676,992	.....
Average distance haul of one ton, miles.....	85.71	.....
Total freight revenue—Page 35.....		1,524,428.49
Average amount received for each ton of freight.....		88.314
Average receipts per ton per mile.....		01.068
Total freight earnings—Page 35.....		1,828,075.19
Freight earnings per mile of road.....		7.883 17.928
Freight earnings per train mile.....		3.59.408
TOTAL TRAFFIC—		
Gross earnings from operation—Page 35.....		2,389,042.27
Gross earnings from operation per mile of road.....		9.648.79.763
Gross earnings from operation per train mile.....		2.80.699
Operating expenses—Page 45.....		1,156,605.19
Operating expenses per mile of road.....		4.671.62.839
Operating expenses per train mile.....		1.35.905
Income from operation—Page 31.....		1,232,347.08
Income from operation per mile of road.....		4.977.16.914
CAR MILEAGE, ETC.—		
Mileage of passenger cars.....	2,181,329	.....
Average number of passenger cars per train mile.....	6.37	.....
Average number of passengers per train mile.....	57	.....
Mileage of loaded freight cars—North or East.....	4,976,731	.....
Mileage of loaded freight cars—South or West.....	6,590,476	.....
Mileage of empty freight cars—North or East.....	2,758,182	.....
Mileage of empty freight cars—South or West.....	732,401	.....
Average number of freight cars per train mile.....	28.88	.....
Average number of loaded cars per train mile.....	22.74	.....
Average number of empty cars per train mile.....	6.14	.....
Average number of tons of freight per train mile.....	329.58	.....
Average number of tons of freight per loaded car mile.....	14.49	.....
Average mileage operated during year.....	247.60	.....
	Miles.	Miles.
TRAIN MILEAGE—		
Mileage of revenue passenger trains.....		342,469
Mileage of locomotives employed in "helping" passen- ger trains.....	70	.....
Percentage of "helping" to revenue train mileage, per cent.....		.....
Mileage of revenue mixed trains.....		.....
Mileage of revenue freight trains.....		508,634
Mileage of locomotives employed in "helping" mixed and freight trains.....	33,937	.....
Percentage of "helping" to revenue train mileage, per cent.....	6.67	.....
Total revenue train mileage.....		851,103
Mileage of nonrevenue trains.....		29,694

MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE RAILWAY CO. 19

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TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE.

ITEM—	Column for No. Passen- gers, Tonnage, Car Mileage, No. Cars, etc.	Columns for Revenue and Rates.
		Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue....	718,498	.....
Number of passengers carried one mile.....	68,281,621	.....
Number of passengers carried one mile per mile of road	46,641	.....
Average distance carried, miles.....	95.03	.....
Total passenger revenue—Page 35.....		1,524,378.01
Average amount received from each passenger.....		2.12.161
Average receipts per passenger per mile.....		2.232
Total passenger earnings—Page 35.....		1,925,621.64
Passenger earnings per mile of road.....		1,315.34.2
Passenger earnings per train mile.....		1.38.480
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue— Page 68.....	8,450,804	.....
Number of tons carried one mile.....	705,754,739	.....
Number of tons carried one mile per mile of road....	482,083	.....
Average distance haul of one ton, miles.....	205.70	.....
Total freight revenue—Page 35.....		5,294,738.41
Average amount received for each ton of freight.....		1.33.159
Average receipts per ton per mile.....		745
Total freight earnings—Page 35.....		5,299,922.17
Freight earnings per mile of road.....		3,599.75
Freight earnings per train mile.....		2.28.035
TOTAL TRAFFIC—		
Gross earnings from operation—Page 35.....		7,338,089.01
Gross earnings from operation per mile of road.....		5,012.42
Gross earnings from operation per train mile.....		2.10.762
Operating expenses—Page 45.....		3,904,763.70
Operating expenses per mile of road.....		2,667.24
Operating expenses per train mile.....		1.12.152
Income from operation—Page 31.....		\$,433,275.31
Income from operation per mile of road.....		2,345.18
CAR MILEAGE, ETC.—		
Mileage of passenger cars.....	7,663,682	.....
Average number of passenger cars per train mile....	4.87	.....
Average number of passengers per train mile.....	43	.....
Mileage of loaded freight cars—north or west.....	21,765,457	.....
Mileage of loaded freight cars—south or east.....	24,181,153	.....
Mileage of empty freight cars—north or west.....	7,862,094	.....
Mileage of empty freight cars—south or east.....	5,107,790	.....
Average number of freight cars per train mile.....	25.49	.....
Average number of loaded cars per train mile.....	19.88	.....
Average number of empty cars per train mile.....	5.61	.....
Average number of tons of freight per train mile....	305.38	.....
Average number of tons of freight per loaded car mile.	15.36	.....
Average mileage operated during year.....	1,463.97	.....
TRAIN MILEAGE—	Miles	Miles
Mileage of revenue passenger trains.....		1,170,656
Mileage of locomotives employed in "helping" passen- ger trains.....	464	.....
Percentage of "helping" to revenue train mileage.....	00.04	.....
Mileage of revenue mixed trains.....		401,534
Mileage of revenue freight trains.....		1,909,476
Mileage of locomotives employed in "helping" mixed and freight trains.....	48,703	.....
Percentage of "helping" to revenue train mileage.....	0.189	.....
Total revenue train mileage.....		34,81,666
Mileage of nonrevenue trains.....		123,071

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FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

COMMODITY—	Freight Originat- ing on this Road Tons.	Freight Received from Con- necting Roads and Other Carriers. Tons.	Total Freight Tonnage.	
			Whole Tons.	Per Cent.
Products of Agriculture—				
Grain	538,424	12,568	550,990	28.182
Flour	330,742	4,958	335,700	17.171
Other mill products	26,794	6,463	33,257	1.701
Hay	4,776	13	4,789	.245
Tobacco		592	592	.030
Cotton				
Fruit and vegetables	13,181	2,575	15,756	.806
Other Agricultural Products	1,239	1,280	2,569	.131
Tea		2,611	2,611	.133
Products of Animals—				
Live stock	25,678	1,407	27,085	1.385
Dressed Meats	6,614	1,201	7,815	.400
Other packing-house products	12,735	396	13,131	.671
Poultry, game and fish	769	5,795	6,564	.336
Wool	268	1,579	1,847	.095
Hides and leather	471	2,299	2,770	.142
Butter and Eggs	7,497	279	7,776	.398
Products of Mines—				
Lignite	4,322	2,430	6,752	.345
Anthracite coal		24,492	24,492	1.253
Bituminous coal		65,617	65,617	3.356
Coke		102	102	.005
Ores		2,385	2,385	.122
Stone, sand and other like articles	1,158	880	2,018	.103
Salt		4,978	4,978	.255
Products of Forest—				
Lumber	339,558	77,656	467,214	23.900
Cooperage	7,879	7,946	15,825	.809
Charcoal	514	79	593	.030
Manufactures—				
Petroleum and other oils	366	19,052	19,418	.998
Sugar		3,104	3,104	.159
Naval stores				
Iron, pig and bloom	3,788	243	4,081	.206
Iron and steel rails		8,815	8,815	.451
Other castings and machinery	4,976	15,153	20,129	1.029
Bar and sheet metal	4,739	24,655	29,394	1.503
Cement, brick and lime	8,575	13,858	22,433	1.147
Agricultural implements	5,645	5,909	11,554	.591
Wagons, carriages, tools, etc.	119	2,121	2,240	.115
Wines, liquors and beers	3,580	2,028	5,608	.287
Household goods and furniture	11,527	19,897	31,424	1.607
Merchandise	55,141	36,564	91,705	4.690
Miscellaneous—				
Other commodities not mentioned above ..	24,133	67,917	102,050	5.218
Total tonnage—Minnesota	1,505,258	449,875	1,955,133	100.000
Total Tonnage—Entire Line	2,627,906	802,988	3,430,894	

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DESCRIPTION OF EQUIPMENT.

ITEM.	No. Added During Year	Total No. at End of Year	Equipment Fitted With Train Brake		Equipment Fitted with Automatic Coupler	
			No.	Name	No.	Name
Locomotives—Owned and leased						
Passenger.....	4	30	30	Westinghouse.....	30	Washburn.
Freight.....	4	74	65	Westinghouse	74	Washburn.
			9	And Steam.....		
Switching.....	2	12	1	Westinghouse	12	Washburn.
			11	And Steam.....		
Total locomotives in service.	10	116	116		116	Washburn.
Less locomotives leased—(See "Instructions" page 64).....		26	26	Westinghouse.....	26	Washburn.
Total locomotives owned.....	10	90	90		90	Washburn.
Cars—Owned and leased—						
In Passenger Service—						
First-class cars.....	7	27	27	Westinghouse.....	18	Washburn.
					9	Trojan.
Second-class cars.....	2	12	12	Westinghouse.....	10	Trojan.
					2	Washburn.
Combination cars.....		6	6	Westinghouse.....	6	Trojan.
Emigrant cars.....	4	9	9	Westinghouse.....	9	Washburn.
Dining cars.....	1	6	6	Westinghouse.....	6	Washburn.
Parlor cars.....						
Sleeping cars.....	4	16	16	Westinghouse.....	10	Washburn.
					6	Trojan.
Baggage, express and postal cars.....	5	28	28	Westinghouse.....	28	Washburn.
Other cars in passenger service.....						
Total.....	19	104	104	Westinghouse.....	104	
In Freight Service—						
Box cars.....	249	6,802	6,802	Westinghouse.....	6802	5625 Washburn 207 Solid. 106 Hein. 884 Trojan.
Flat cars.....	190	1,084	1,084	Westinghouse.....	1084	Washburn.
Stock cars.....		98	98	Westinghouse.....	98	Washburn.
Coal cars.....		20	20	Westinghouse.....	20	Washburn.
Tank cars.....						
Refrigerator cars.....	49	122	122	Westinghouse.....	122	
Other cars in freight service.	*1	171	171	Westinghouse.....	151	15 Washburn. 3 Trojan. 133 Janney.
Total.....	487	8,297	8,297		8277	6864 Washburn 867 Trojan. 133 Janney. 106 Hein. 207 Solid.
In Company's Service—						
Officers' and pay cars.....		2	2	Westinghouse.....	1	Hire Mullag.
					1	Boulacys.
Gravel cars.....						
Derrick cars.....		3	3	Westinghouse.....	3	Washburn.
Caboose cars.....	*2	68	68	Westinghouse.....	68	34 Washburn. 6 Hein. 3 Trojan.
Other road cars.....	3	12	12	Westinghouse.....	12	Washburn.
Total.....	1	85	85		85	69 Washburn. 1 Boulacys. 3 Trojan. 1 Hire Mullag. 6 Hein.
Total cars in service.....	507	8,486	8,486	Westinghouse.....	8486	
Less cars leased—(See "in- structions" page 64).....		2,020	2,020		2020	
Total cars owned.....	507	6,466	6,466	Westinghouse.....	6466	
Cars contributed to fast freight line service.....		462	462		462	

*Deduct.

MILEAGE.

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A. Mileage of Road Operated (All Tracks).

LINE IN USE—	Line Represented by Capital Stock		Line of Property Companies	Line Operated Under Lease	Line Operated Under Contract, Trackage Etc.	Line Under Rights	Total Mileage Operated	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs							Iron	Steel
Miles of single track	1,089.89	413.89	.....	.....	.....	18.52	1,471.80	40.98	.....	1,453.28
Miles of second track .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of third track .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of fourth track .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of yard track and sidings.....	219.98	.....	.....	.....	.....	.....	219.98	21.96	.....	219.98
Total mileage operated (all tracks)....	1,289.82	413.89	.....	.....	.....	18.52	1,691.72	62.89	.....	1,678.21

B. Mileage of Line Operated by States and Territories (Single Track).

State or Territory—	Line Represented by Capital Stock		Line of Property Companies	Line Operated Under Lease	Line Operated Under Contract, Trackage Etc.	Line Under Rights	Total Mileage Operated	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs							Iron	Steel
Michigan	181.09	49.51	.....	.....	.....	1.36	241.86	6.12	.....	240.80
Wisconsin	252.80	74.01	.....	.....	.....	.....	326.81	2.21	.....	326.81
Minnesota	235.00	5.34	.....	.....	.....	17.36	247.60	.....	.....	230.34
North Dakota	361.00	280.97	.....	.....	.....	.....	611.97	32.60	.....	611.97
South Dakota .....	.....	83.56	.....	.....	.....	.....	83.56	.....	.....	83.56
Total Mileage Operated (single track)	1,089.89	413.89	.....	.....	.....	18.52	1,471.80	40.98	.....	1,453.28

MILEAGE—Continued.

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OR TERRITORY—	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year.	Rails	
	Main Line	Branches and Spurs			Iron	Steel
Michigan	191.09	49.51	240.60	6.13	.....	240.60
Wisconsin	262.80	74.01	336.81	2.21	.....	336.81
Minnesota	225.00	5.34	230.34	.....	.....	230.34
North Dakota	361.00	250.97	611.97	32.60	.....	611.97
South Dakota	33.56	33.56	33.56
Total mileage owned (single track)	1,089.89	413.39	1,453.28	40.93	1,453.28

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MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

LINE IN USE—	Line Represented by Capital Stock		Line of Proprietary Companies	Line Operated Under Lease	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs							Iron	Steel
Miles of single track	225.00	5.34				17.28	247.00			280.84
Miles of second track										
Miles of third track										
Miles of fourth track	48.61						48.61	2.12		48.61
Miles of yard track and sidings										
Total Mileage Operated (all tracks) ..	273.61	5.34				17.28	286.21	2.12		278.05

B. Mileage of Line Operated by States and Territories (Single Track).

State of Minnesota	225.00	5.34				17.28	247.60			280.84
Total Mileage Operated (single track)	225.00	5.34				17.28	247.60			280.84

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OR TERRITORY—	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs			Iron	Steel
Minnesota	225.00	5.34	280.34			280.84
Total mileage owned (single track)	225.00	5.34	280.34			280.84

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RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind	Tons	Weight Per Yard. Pounds	Av. Price Per Ton at Distribut'g Point. Dollars	Kind	Number	Av. Price at Dis- tributing Point. Cents
Iron.....				Hard	13,617	49½
Total				Hard cull.....	2,152	25½
				Soft.....	70,682	27½
Steel.....				Soft cull.....	3,802	13
Total				Switch	2,511	75
				Bridge		
				Total	97,764	30

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES—	Coal, Tons, Bitumi- nous	Wood, Cords, Soft	Total Fuel Consumed, Tons	Miles Run	Average Pounds Consumed Per Mile
Passenger	11,580.00	59	11,609½	349,145	66.50
Freight	49,478.00	172	49,564	794,754	124.60
Switching					
Construction					
Total	61,058.00	231	61,173½	1,143,899	106.96
Average cost at distributing point.	\$3.09	\$1.75			

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ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

A. Accidents Resulting from the Movement of Trains, Locomotives or Cars.

KIND OF ACCIDENT	EMPLOYEES													
	Trainmen		Switchmen, Flagmen and Watchmen		Station Men		Shop Men		Trackmen		Other Employees		Total	
	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd
Coupling or uncoupling	1	8											1	8
Collisions	4	4											4	4
Derailments	2	2											2	2
Parting of trains	1	2											1	2
Locomotives or cars breaking down														
Falling from trains, locomotives, or cars	2	18												
Jumping on or off trains, locomotives, or cars	11	11												
Struck by trains, locomotives, or cars	2	2												
Overhead obstructions	1	1												
Other causes	31	31												
Total	4	68											4	75
KIND OF ACCIDENT	PASSENGERS		OTHER PERSONS						SUMMARY				Total	
			Trespassing		Not Trespassing		Total						Killed	Injur'd
	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd
Collisions	1	1											1	1
Derailments														
Parting of trains														
Locomotives or cars breaking down														
Falling from trains, locomotives, or cars														
Jumping on or off trains, locomotives, or cars	5	5	2	2					2	2				
Struck by trains, locomotives, or cars														
At highway crossings					8	8								
At stations			2	2					2	2				
At other points along track			8	8	1	1			3	3				
Other causes														
Total	6	6	5	3	3	3			5	6			9	87
Total														

ACCIDENT TO PERSONS—STATE OF MINNESOTA—Continued.

B. Accidents Arising from Causes Other Than Those Resulting from the Movement of Trains, Locomotives, or Cars.

KIND OF ACCIDENT	EMPLOYEES								Total Employees		Other Persons		Total	
	Station Men		Shop Men		Trackmen		Other Employees		Killed	Injur'd	Killed	Injur'd	Killed	Injur'd
	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd						
Handling traffic		1							1					2
Handling tools, machinery, etc.				8										8
Handling supplies, etc.				1					2					8
Getting on or off locomotives or cars at rest				1					1					2
Other causes		1		18		2			6			1		22
Total		2		28		2			9			1		37

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CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

WORKING DIVISIONS OR BRANCHES			ALIGNMENT				PROFILE							
From	To	Miles	Num- ber of Curves	Aggrate Length of Curved Line		Length of Straight Line		Length of Level Line	Ascending Grades			Descending Grades		
				Miles	Miles	Miles	Miles		No.	Sum of Ascents Feet	Aggregate Length of Ascending Grades Miles	No.	Sum of Descents Feet	Aggregate Length of Descending Grades Miles
Minneapolis	St. Croix River	13.16	59	12.30	23.85	4.34	18	390.8	13.80	17	527.2	17.99		
Minneapolis	Bon de Souix	187.28	135	20.55	166.73	46.44	151	1,989.7	72.00	186	1,742.2	68.84		
14th ave. N. Mpls.	Local depot Mpls. ....	.58	8	.11	.47	.02	2	9.4	.09	4	13.9	.49	
Cardigan Jct.	St. Paul	5.34	13	2.41	2.93	1.82	5	.3	1.31	13	11.1	2.71		
Shoreham	Camden Place	1.01	3	.44	.57	.52	2	8.5	.39		
Total	230.34	213	35.81	194.53	52.74	176	2,389.2	87.20	174	2,301.9	90.40		

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CHARACTERISTICS OF ROAD—Continued—STATE OF MINNESOTA.

Bridges, Trestles, Tunnels, Etc.

ITEM.	Number	Aggregate Length Feet	Minimum Length Feet	Maximum Length Feet	ITEM	Number	Height of Lowest Above Surface of Rail Ft. In.
Bridges—					Overhead Highway Crossings—		
Stone.....	2	112	37	75	Bridges.....		
Iron.....	80½	12,617	12	1,027	Conduits.....		
Wooden.....	¾	504	504	504	Trestles.....	2	22.07
Combination.....					Total.....	2	22.07
Total.....	83	13,233			Overhead Railway Crossings—		
					Bridges.....		
					Conduits.....		
					Trestles.....		
					Total.....		
Trestles.....					Tunnels.....		
Tunnels.....							

Gauge of track. 4 feet 8½ inches. 230.34 miles.

TELEGRAPH.

A. Owned by Company Making This Report.

Miles of Line	Miles of Wire	Operated by This Co.		Operated by Another Company.		
		Miles of Line	Miles of Wire	Miles of Line	Miles of Wire	Name of Operating Co.
236.9	911.5	236.9	911.5	.....	.....	.....

(Page 77.)

CAR MILEAGE.

Paid or Allowed for Rolling Stock not the Property of Railroads nor Consigned for Use by Lease.

NAME OF OWNER—	Description	Rate, Cents	Amount
Armour Car Lines	Refrigerator	1	\$ 1,508.35
Booth Cold Storage System	Refrigerator	3-4	2,209.61
Bay Terminal Railway	Tank	3-4	1,404.16
Barrett Manufacturing Co.	Tank	3-4	87.76
Burton Stock Car Co.	Stock	6-10	267.84
Arms Palace Horse Car Co.	Stock	6-16	19.97
Canda Cattle Car Co.	Stock	6-10	874.43
Cudahy Refrigerator Line	Refrigerator	1	290.73
Cudahy Milwaukee Refrigerator Line	Refrigerator	3-4	106.38
Craig Oil Co.	Tank	3-4	1,081.32
Canfield Oil Co.	Tank	3-4	11.17
Cornplanter Tank Line	Tank	3-4	20.18
Cold Blast Transportation Co.	Refrigerator	1	44.51
Deere & Weber	Box	6-10	28.14
Doid, J., Packing Co.	Refrigerator	1	14.83
Case, J. I.	Flat	6-10	46.47
Freedom Oil Works	Tank	2-4	11.96
Germania Refining Co.	Tank	3-4	10.06
Fox River Despatch	Refrigerator	3-4	23.42
Geiser Manufacturing Co.	Flat	6-10	23.09
Hammond Refrigerator Co.	Refrigerator	1	134.48
Hicks Stock Car Co.	Stock	6-10	532.02
Horlick Food Co.	Box	6-10	13.30
Independent Refining Co.	Tank	3-4	6.69
Keystone Live Stock Ex.	Stock	6-10	2.09
Kansas City Refrigerator Car Co.	Refrigerator	3-4	8.28
Live Poultry Trans. Co.	Poultry	6-10	2.63
Lyston Car Lines	Refrigerator	1	5.52
Libby, McNeill & Libby	Refrigerator	1	9.54
Morris Refrigerator Line	Refrigerator	1	19.81
Mather Horse & Stock Car Co.	Stock	6-10	1,299.59
Omaha Packing Co.	Refrigerator	1	415.79
Provision Dealers Desp.	Refrigerator	3-4	17.68
Produce Shippers Desp.	Refrigerator	3-4	8.26
Paragon Refining Co.	Tank	3-4	874.84
Sterling Tank Line	Tank	3-4	13.40
St. Louis Ref. Car Co.	Refrigerator	3-4	136.12
Swift & Co.	Refrigerator	1	12,766.72
Street's Stable Car Line	Stock	6-10	1,688.88
Titusville Oil Works	Tank	3-4	53.63
Union Tank Line	Tank	3-4	1,021.47
Venice Transportation Co.	Flat	6-10	74.11
Waverly Oil Co.	Tank	3-4	23.51
Total			\$ 27,216.72

TAXES AND ASSESSMENTS OF ALL KINDS.

(Page 79.)

STATE OR TERRITORY—	AD VALOREM TAX		SPECIFIC TAXES				On Prop-erty Owned not Used in Operation and Miscellaneous	Internal Revenue, U. S. Govern-ment	Total
	On the Value of Real and Personal Property	On the Value of Stocks or Bonds, or on Valuation Based on Earn-ings, Dividends, or other Re-sults of Operation	On Stocks, Bonds, Loans, etc.	On Gross or Net Earn-ings, Re-venue, Dividends	On Traffic or Some Phys-ical Quality of Property Operated, or on Privilege				
Michigan				\$29,051.08				\$29,051.68	
Wisconsin				67,631.32				67,631.36	
Minnesota				79,671.82				79,671.82	
South Dakota	\$1,050.00							1,050.00	
North Dakota	123,479.58							123,479.58	
Suspense Over Estimated	94,054.23							94,054.23	
Total	\$218,533.81			\$176,331.38				\$394,865.64	

Minneapolis Western Railway Company.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Minneapolis Western Ry. Co.
2. Date of organization? November 1, 1884.
3. Under laws of what Government, State, or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Chapter 34 of the General Statutes of the State of Minnesota.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Louis W. Hill.....	St. Paul, Minn.....	} When successor is elected.
W. D. Grover.....	St. Paul, Minn.....	
R. I. Farrington.....	St. Paul, Minn.....	
Edward Sawyer.....	St. Paul, Minn.....	
J. W. Blabon.....	St. Paul, Minn.....	

Total number of stockholders at date of last election? 6.
 Date of last meeting of stockholders for election of directors? October 9, 1902.
 Give post-office address of general office? St. Paul, Minn.
 Give post-office address of operating office? Minneapolis, Minn.
 Give name and address of officer to whom correspondence regarding this report should be addressed? John G. Drew, Comptroller, St. Paul, Minn.

(Page 7.)

OFFICERS.

Title.	Name.	Location of Office.
President	Louis W. Hill.....	St. Paul, Minn.
First vice-president.....	R. I. Farrington.....	St. Paul, Minn.
Secretary-treasurer	E. Sawyer.....	St. Paul, Minn.
General solicitor	M. D. Grover.....	St. Paul, Minn.
Comptroller	John D. Drew.....	St. Paul, Minn.
General manager	F. E. Ward.....	St. Paul, Minn.
Chief engineer	A. H. Hogeland.....	St. Paul, Minn.
Superintendent	P. L. Clarity.....	Minneapolis, Minn.

(Page 9A.)

PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad, the Operations of which are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a. Main line.
 - b. Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon the earnings or other considerations.
5. Line operated under Trackage Rights.

NAME—	TERMINALS		Miles of Line for Each Class of Roads Named
	From	To	
1. Minneapolis Western Ry.	In Minneapolis .....	.....	1.69
5. Great Northern Ry.	In Minneapolis .....	.....	1.69
Total .....	.....	.....	.34
			2.03

(Page 9.)

PROPERTY OPERATED.

Minneapolis Western Ry.	In Minneapolis .....	.....	1.69
Great Northern Ry.	In Minneapolis .....	.....	1.69
Total .....	.....	.....	.34
			2.03

(Page 17.)

CAPITAL STOCK.

DESCRIPTION—	Number of Shares Authorized	Par Value of Shares	Total Par Value Authorized	Total Am't Issued and Outstanding	Dividends Declared During Year	
					Rate Per Cent	Amount
Capital stock.....	2,500	\$100.00	\$250,000.00	\$250,000.00	.....	.....
Common.....	.....	.....	.....	.....	.....	.....
Preferred.....	.....	.....	.....	.....	.....	.....
Total.....	2,500	.....	\$250,000.00	\$250,000.00	.....	.....

MANNER OF PAYMENT FOR CAPITAL STOCK.

	Number of Shares Issued during year.	Cash Realized on Amount Issued during Year	Total No. Shares Issued and Outstanding.	Total Cash Realized.
Issued for cash.....	2,500	\$250,000.00
Issued for construction.....
Common.....
Preferred.....
Issued for reorganization.....
Common.....
Preferred.....
Total.....	2,500	\$250,000.00

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

CLASS OF BOND OR OBLIGATION.	TIME		Amount Authorized Issue	Amount Issued	Amount Outstanding	Cash Realized on Amount Issued	INTEREST		
	Date of Issue	When Due					Rate Pr Ct.	When Payable	Amount Paid During Year
First mortgage bonds	7-1 1891	7-1 1911	\$500,000.00	\$500,000.00	\$500,000.00	\$500,000.00	5	J. & J.	\$25,000.00
Mortgage bonds	\$500,000.00	\$500,000.00	\$500,000.00	\$500,000.00	\$25,000.00
Grand total	\$500,000.00	\$500,000.00	\$500,000.00	\$500,000.00	\$25,000.00

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RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT—	Amount Issued	Amount Outstanding	INTEREST	
			Amount Accrued during Year	Amount Paid during Year
Mortgage bonds—page 19	\$500,000.00	\$500,000.00	\$25,000.00	\$25,000.00
Miscellaneous obligations—page 19 .....	.....	.....	.....	.....
Income bonds—page 19 .....	.....	.....	.....	.....
Equipment trust obligations—page 21 .....	.....	.....	.....	.....
Total	\$500,000.00	\$500,000.00	\$25,000.00	\$25,000.00

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1903.	
Cash	\$2,111.01	Receiver's certificates .....	.....
Bills receivable .....	.....	Loans and bills payable .....	.....
Due from agents .....	.....	Audited vouchers and accounts	\$4,752.98
Due from solvent companies and individuals	57,668.70	Wages and salaries	1,453.60
Due from insolvent companies .....	.....	Net traffic balances due to other companies .....	.....
Net trade balances due from other companies .....	.....	Dividends not called for .....	.....
Other cash assets (excluding "Materials and Supplies") .....	.....	Matured interest coupons unpaid (inc. coupons due July 1 Taxes due January 1st, 1904	12,500.00
Total—Cash and current assets	\$59,907.71	Total—Current liabilities	\$18,752.98
Balance—Current liabilities .....	.....	Balance—Cash assets	\$41,054.72
Total	\$59,907.71	Total	\$59,907.71

*Materials and supplies on hand, \$337.22.

(See General Balance Sheet—page 49.)

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RECAPITULATION.

A. For Mileage owned by Road making this Report.

ACCOUNT—	Total Amount Outstanding	APPORTIONMENT		AMOUNT PER MILE OF LINE	
		To Railroads	To Other Properties	Miles	Amount
Capital stock—page 17	\$250,000.00	\$250,000.00	.....	1.69	\$147,929
Bonds—page 19 ("Grand Total")	500,000.00	500,000.00	.....	1.69	295,858
Equipment trust obligations—page 21 .....	.....	.....	.....	.....	.....
Total	\$750,000.00	\$750,000.00	.....	.....	443,787

B. For Mileage Operated by Road making this Report (Trackage Rights excluded), the Operations of Which are Included in the Income Account—Page 31.

NAME OF ROAD—	Capital Stock	Funded Debt	Total	AMOUNT PER MILE OF LINE	
				Miles	Amount
Minneapolis Western Railway	\$250,000.00	\$500,000.00	\$750,000.00	1.69	\$443,787
Grand total	\$250,000.00	\$500,000.00	\$750,000.00	.....	\$443,787

(Page 27.) COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM—	Expenditures During Year Not Included in Operating Expenses		Total Cost to June 30, 1902	Total Cost to June 30, 1903	Cost Per Mile
	Charged to Income Acc't as Permanent Improvements	Charged to Construction or Equip- ment			
CONSTRUCTION					
Engineering		\$38.80			
Right of way and station grounds					
Real estate					
Grading					
Tunnels					
Bridges, trestles and culverts					
Ties		92.85			
Rails		28.85			
Track fastenings		16.90			
Frogs and switches		54.40			
Ballast					
Track laying and surfacing		73.90			
Fencing, tight of way					
Crossings, cattle guards, and signs					
Interlocking or signal apparatus					
Telegraph lines					
Station buildings and fixtures					
Shops, roundhouses, and turntables					
Shop machinery and tools					
Water stations					
Fuel stations					
Grain elevators					
Storage warehouses					
Docks and wharves					
Electric light plants					
Electric motor power plants					
Gas making plants					
Miscellaneous structures					
Legal expenses					
Interest and discount					
General expenses					
Total Construction		\$286.70	\$788,322.61	\$788,609.31	\$484,088.84

(Page 29.) COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.
Continued.

ITEM—	Expenditures During Year Not Included in Operating Expenses		Total Cost to June 30, 1902	Total Cost to June 30, 1903	Cost Per Mile
	Charged to Income Acc't as Permanent Improvements	Charged to Construction or Equip- ment			
EQUIPMENT:					
Locomotives			\$10,174.65	\$10,174.65	
Passenger cars					
Sleeping, parlor, and dining cars					
Baggage, express, and postal cars					
Combination cars					
Freight cars					
Other cars of all classes					
Floating equipment					
Total equipment			\$10,174.65	\$10,174.65	\$6,030.50
Total construction—page 27		\$386.70	788,322.61	788,609.31	484,088.84
Grand total cost construction, equipment, etc.		\$386.70	\$743,497.26	\$743,788.96	\$440,108.84
Total cost construction, equipment, etc.—State of Minnesota		\$386.70	\$743,497.26	\$743,788.96	\$440,108.84

Does the absence of any entry under the heading "Included in Operating Expenses" (page 27 or 29) mean that no expenditures for permanent improvements or betterments have been charged to operating expense accounts? No.

REMARKS.

The cost of sundry items of permanent improvements and betterments is charged to operating expenses but no attempt is made to separate, in our accounts, the cost of such items from the cost of permanent improvements.

(Page 31.)

INCOME ACCOUNT.

For Roads Making Operating Reports.

Gross earnings from operation—Page 35.....	\$82,446 50	
Less operating expenses—Page 45.....	36,895.96	
Income from operation.....		\$25,550.54
Miscellaneous income—less expenses—page 41.....	5,183.46	
Income from other sources		5,183.46
Total income		\$30,734 00
DEDUCTIONS FROM INCOME—		
Interest on funded debt accrued—page 23.....	\$25,000.00	
Taxes—page 79, A.....	1,903.75	
Total deductions from income.....		26,903.75
Net income		\$3,830.25
Surplus from operations of year ending June 30, 1903..		\$3,830.25
Surplus on June 30, 1902 (from general balance sheet, 1902 report)		\$30,959.25
Surplus on June 30, 1903 (For entry on "General Bal- ance Sheet," page 51).....		\$34,789.50

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

(Page 35.)

ITEM.	Gross Earnings from Business Originating and Terminating in State of Minnesota	Deductions Account of Repayments, etc.	Actual Earnings	Gross Earnings from Interstate Business Accruing to State of Minnesota, Divided on Straight Mileage Basis	Deductions Account of Repayments, etc.	Actual Earnings	Total Gross Earnings, Including Local and Interstate Business Accruing to State of Minnesota
PASSENGER:							
Passenger Revenue							
Less Repayments—							
Tickets Redeemed							
Excess Fares Refunded							
Other repayments							
Total Deductions							
Total Passenger Revenue							
Mail							
Express							
Extra Baggage and Storage							
Other Items							
Total Passenger Earnings							
FREIGHT:							
Freight Revenue							
Less Repayments—							
Overcharge to shippers							
Other repayments							
Total Deductions							
Total Freight Revenue							
Total Freight Earnings							
Total Passenger and Freight Earnings							
OTHER RECEIPTS FROM OPERATION—							
Switching Charges—Balance							
Rents not otherwise provided for							
Other sources							
Total Other Earnings							
Total gross receipts from operation.							
Minnesota							
Total gross receipts from operation—							
Entire Line							

(Page 41.)

MISCELLANEOUS INCOME.

ITEM—	Gross Income	Less Expenses	Net Miscellaneous Income
Miscellaneous	\$5,183.48
Total	\$5,183.48

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OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

Repairs of roadway	\$2 691.54
Renewals of ties	824.71
Repairs and Renewals of Bridges and Culverts	215.90
Repairs and Renewals of Fences, Road Crossings, Signs and Cattle Guards	571.59
Repairs and Renewals of Buildings and Fixtures	32.04
Total	\$4,335.78

MAINTENANCE OF EQUIPMENT.

Repairs and Renewals of Locomotives	2,022.12
Repairs and renewals of freight cars	725.58
Total	\$2,747.68

CONDUCTING TRANSPORTATION.

Engine and Roundhouse Men	4,386.29
Fuel for Locomotives	7,481.40
Water Supply for Locomotives	281.58
Oil, Tallow, and Waste for Locomotives	240.05
Other supplies for locomotives	}
Switchmen, Flagmen, and Watchmen	
Telegraph Expenses	43.00
Station Service	2,112.55
Station Supplies	93.35
Hire of equipment—balance	112.60
Injuries to persons	47.00
Clearing Wrecks	78.28
Rents for tracks, yards, and terminals—page 47, B.	2,394.80
Rents of buildings and other property	49.99
Stationery and Printing	137.39
Other expenses	3,597.76
Total	\$29,497.37

GENERAL EXPENSES.

Salaries of Clerks and Attendants	180.00
Insurance	30.97
Other expenses	104.16
Total	315.13

RECAPITULATION OF EXPENSES.

Maintenance of Way and Structures	4,335.78
Maintenance of Equipment	2,747.68
Conducting Transportation	29,497.37
General Expenses	315.13
Grand Total	36,895.96
Percentage of Expenses to Earnings—Entire Line	59.09

OPERATING EXPENSES—STATE OF MINNESOTA.

Maintenance of Way and Structures	\$4,335.78
Maintenance of Equipment	2,747.68
Conducting Transportation	29,497.37
General Expenses	315.13

(Page 47.) RENTS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item	Total
Tracks.....	In Minneapolis	Great Northern Railway	\$ 600.00	.....
Rt. of way for tracks...	In Minneapolis	Minneapolis Union Railway	900.00	.....
Total.....				\$ 1,500.00
Terminals.....	In Minneapolis	Great Northern Railway	\$ 894.80	.....
Total.....				894.80
Grand Total.....				\$ 2,394.80

SECURITY FOR FUNDED DEBT—Page 23.

(Page 57.)

CLASS OF BOND OR OBLIGATION—	WHAT ROAD MORTGAGED		Miles	Amount of Mortgage Per Mile of Line	What Equip-ment Mortg'd	What Income Mortg'd	What Securities Mortg'd
	From	To					
First mortgage bonds	In Minneapolis,	1.69	\$995,856	All	All	None

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EMPLOYEES AND SALARIES—STATE OF MINNESOTA.

CLASS—	Number	Total No. of Days Worked.	Total Yearly Compensation	Average Daily Compensation.
General officers .....	.....	.....	.....	.....
Other officers .....	.....	.....	.....	.....
General office clerks	1	365	\$ 180.00	\$.49
Station agents	1	365	1,290.00	3.51
Other station men	1	365	525.15	1.44
Enginemen	3	770	2,435.90	3.16
Firemen	6	769	1,461.85	1.90
Conductors .....	.....	.....	.....	.....
Other trainmen .....	.....	.....	.....	.....
Machinists .....	.....	.....	.....	.....
Carpenters .....	.....	.....	.....	.....
Other shopmen .....	.....	.....	.....	.....
Section foremen	1	365	660.00	1.81
Other trackmen	7	1,106	1,398.45	1.26
Switchmen, flagmen, and watchmen	18	2,762	8,286.80	3.00
Telegraph operators and dispatchers .....	.....	.....	.....	.....
Employees—account floating equipment .....	.....	.....	.....	.....
All other employees and laborers	5	1,801	3,241.50	1.80
Total (including "General Officers")				
Minnesota	43	8,668	\$ 19,469.65	\$2.25
Less "General Officers" .....	.....	.....	.....	.....
Total (excluding "General Officers")—				
Minnesota	43	8,668	\$ 19,469.65	\$2.25
Distribution of Above—				
General administration	1	365	180.00	.49
Maintenance of way and structures	8	1,471	2,068.45	1.40
Maintenance of equipment .....	.....	.....	.....	.....
Conducting transportation	34	6,832	17,231.20	2.52
Total (including "General Officers")—				
Minnesota	43	8,668	\$ 19,469.65	\$2.25
Less "General Officers" .....	.....	.....	.....	.....
Total (excluding "General Officers")—				
Minnesota	43	8,668	\$ 19,469.65	\$2.25
Total (including "General Officers")—				
Entire Line	43	8,668	\$ 19,469.65	\$2.25

(Page 61.)

TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE.

Same as page 61A.

20 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 61A)

TRAFFIC AND MILEAGE STATISTICS—STATE OF MINNESOTA.

ITEM—	Column for No. Passen- gers, Tonnage, Car Mileage, No. Cars, etc.	Columns for Revenue and Costs.
	Dols.	Cts. Mils.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue.....		
Number of passengers carried one mile.....		
Number of passengers carried one mile per mile of road.....		
Average distance carried..... miles.....		
Total passenger revenue—page 35.....		
Average amount received from each passenger.....		
Average receipts per passenger per mile.....		
Total passenger earnings—Page 35.....		
Passenger earnings per mile of road.....		
Passenger earnings per train mile.....		
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue.....		
page 63.....		
Number of tons carried one mile.....		
Number of tons carried one mile per mile of road.....		
Average distance haul of one ton..... miles.....		
Total freight revenue—page 35.....		
Average amount received for each ton of freight.....		
Average receipts per ton per mile.....		
Total freight earnings—page 35.....		
Freight earnings per mile of road.....		
Freight earnings per train mile.....		
TOTAL TRAFFIC—		
Gross earnings from operation—page 35.....		65,889.80
Gross earnings from operation per mile of road.....		32,063.94
Gross earnings from operation per train mile.....		
Operating expenses—page 45.....		36,640.44
Operating expenses per mile of road.....		18,049.47
Operating expenses per train mile.....		
Income from operation—page 31.....		28,449.36
Income from operation per mile of road.....		14,014.47
CAR MILEAGE, ETC.—		
Mileage of passenger cars.....		
Average number of passenger cars per train mile.....		
Average number of passengers per train mile.....		
Mileage of loaded freight cars—North or East.....		
Mileage of loaded freight cars—South or West.....		
Mileage of empty freight cars—North or East.....		
Mileage of empty freight cars—South or West.....		
Average number of freight cars per train mile.....		
Average number of loaded cars per train mile.....		
Average number of empty cars per train mile.....		
Average number of tons of freight per train mile.....		
Average number of tons of freight per loaded car mile.....		
Average mileage operated during year.....		
	Miles.	Miles.
TRAIN MILEAGE—		
Mileage of revenue passenger trains.....		
Mileage of locomotives employed in "helping" passenger trains.....		
Percentage of "helping" to revenue train mileage.....		
Mileage of revenue mixed trains.....		
Mileage of revenue freight trains.....		
Mileage of locomotives employed in "helping" mixed and freight trains.....		
Percentage of "helping" to revenue train mileage.....		
Total revenue train mileage.....		
Mileage of nonrevenue trains.....		

This Company performs a switching service only and keeps no record of mileage made by its switching engines, or of the cars belonging to other companies which have been handled.

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DESCRIPTION OF EQUIPMENT.

ITEM.	No. Added During Year	Total No. at End of Year	Equipment Fitted With Train Brake		Equipment Fitted With Automatic Coupler	
			No.	Name	No.	Name
Locomotives—Owned and leased						
Passenger						
Freight						
Switching		2	2		2	
Total locomotives in service		2	2		2	
Less locomotives leased.....						
Total locomotives owned.....						
Cars—Owned and leased:						
In Passenger Service—						
First-class cars.....						
Second-class cars.....						
Combination cars						
Emigrant cars.....						
Dining cars.....						
Parlor Cars.....						
Sleeping Cars and Tourist Cars.....						
Baggage, express and postal cars						
Other cars in passenger ser- vice						
Total						
In Freight Service—						
Box cars						
Flat Cars, and Coal Cars...						
Stock cars						
Coal cars						
Tank cars						
Refrigerator cars						
Other cars in freight ser- vice						
Total						
In Company's Service—						
Officers' and pay cars.....						
Gravel Cars.....						
Derrick cars						
Caboose cars						
Other road cars.....						
Boarding Cars.....						
Total						
Total cars in service.....						
Total cars owned.....						
Cars contributed to fast freight line service.....						

(Page 67.)

MILEAGE.

Same as page 67B.

(Page 67B.)

MILEAGE—STATE OF MINNESOTA.

Mileage of Road Operated (All Tracks).

LINE IN USE—	Line Represented by Capital Stock		Line of Property Companies	Line Operated Under Lease	Line Operated Under Contract Etc.	Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs							Iron	Steel
Miles of single track	1.69	.....	.....	.....	.....	.84	2.08	.....	.....	1.69
Miles of second track .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of third track .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of fourth track .....	.....	.....	.....	.....	.....	1.26	6.84	.....	.....	5.08
Miles of yard track and sidings	5.08	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total Mileage Operated (all tracks) ..	6.77	.....	.....	.....	.....	1.60	8.87	.....	.....	6.77

B. Mileage of Line Operated by States and Territories (Single Track).

State of Minnesota	1.69	.....	.....	.....	.84	2.08	.....	.....	1.69
Total mileage operated (single Track)	1.69	.....	.....	.....	.84	2.08	.....	.....	1.69

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OF MINNESOTA—	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs			Iron	Steel
Minnesota	1.69	1.69	1.69
Total mileage owned (single track) ..	1.69	1.69	1.69

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RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind	Tons	Weight Per Yard. Pounds	Av. Price Per Ton at Distribut'g Point. Dollars	Kind	Number	Av. Price at Distributing Point. Cents
Steel.....				Oak.....	93	54.9
				Pine, Tamarac and Cedar.....	1,086	48.6
				Other.....	228	100.0
Total steel.....				Total.....	1,407	57.4

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES—	Coal, Tons, Bituminous	Wood, Cords, Hard	Total Fuel Consumed, Tons	Miles Run	Average Pounds Consumed Per Mile
Passenger.....				Cannot	give this
Freight.....					
Switching.....	2,231.25	62	2,232.58		
Construction (Included in freight.).....					
Total.....	2,231.25	62	2,232.58		
Average cost at distributing point....	\$3.34	\$3.20			

(Page 73.)

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

Cannot give this.

(Page 75.)

CHARACTERISTICS OF ROAD—Continued—STATE OF MINNESOTA.

Bridges, Trestles, Tunnels, Etc.

ITEM.	Number	Aggregate Length Feet	Minimum Length Feet	Maximum Length Feet	ITEM	Number	Height of Lowest Above Surface of Rail Ft. in.
Bridges—					Overhead Highway Crossings—		
Stone.....					Bridges.....		
Iron.....	2	1,880	50	1,880	Conduits.....		
Wooden.....					Trestles.....		
Total.....	2	1,880			Total.....		
					Overhead Railway Crossings:		
					Conduits.....		
					Bridges.....		
					Trestles.....		
Trestles.....					Total.....		

Gauge of track, 4 feet 8½ inches, 1.09 miles.

(Page 79.)

TAXES AND ASSESSMENTS OF ALL KINDS.

A. For Reporting Company's Owned and Proprietary Lines.

STATE OR TERRITORY—	AD VALOREM TAX		SPECIFIC TAXES				On Prop- erty Owned not Used in Operation and Miscel- laneous	Internal Revenue, U. S. Gov- ern- ment	Total
	On the Value of Real and Personal Property	On the Value of Stocks or Bonds, or on Valuation Based on Earn- ings, Dividends, or other Re- sults of Operation	On Stocks, Bonds, Loans, etc.	On Gross or Net Earn- ings, Re- venue, or Dividends	On Traffic or Some Phys- ical Quality of Property Operated, or on Privilege				
Minnesota	\$1,903.75	.....	.....	.....	.....	\$1,903.75
Total	\$1,903.75	.....	.....	.....	.....	\$1,903.75

Minnesota & International Railway Company.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Minnesota & International Ry. Co.
2. Date of organization? July 16th, 1900.
3. Under laws of what Government, State, or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Organized under laws of State of Minnesota, Chapter 34, Title 1, General Statutes 1894.
4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. The Minnesota International Ry. Co. purchased all the stock and property and assumed operation of the Brainerd & Northern Minnesota Railway on July 1st, 1901.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
C. S. Mellen.....	St. Paul, Minn.....	Oct. 1st, 1903
C. W. Bunn.....	St. Paul, Minn.....	Oct. 1st, 1903
Thomas Cooper.....	St. Paul, Minn.....	Oct. 1st, 1903
E. W. Backus.....	Minneapolis, Minn.....	Oct. 1st, 1903
A. E. Horr.....	Minneapolis, Minn.....	Oct. 1st, 1903
W. H. Gemmell.....	Brainerd, Minn.....	Oct. 1st, 1903
R. H. Relf.....	St. Paul, Minn.....	Oct. 1st, 1903

Total number of stockholders at date of last election? Ten.
 Date of last meeting of stockholders for election of directors? October 7th, 1902.
 Give post-office address of general office? Brainerd, Minn.
 Give post-office address of operating office? Brainerd, Minn.
 Give name and address of officer to whom correspondence regarding this report should be addressed? M. W. Downie, Auditor, Brainerd, Minn.

(Page 7.)

OFFICERS.

Title.	Name.	Location of Office.
President	C. S. Mellen.....	St. Paul, Minn.
First vice-president	D. S. Lamont.....	New York
Secretary	Wm. F. Brooks....	Minneapolis, Minn.
Treasurer	C. A. Clark.....	St. Paul, Minn.
Assistant Secretary	R. H. Felf.....	St. Paul, Minn.
Auditor	M. W. Downie.....	Brainerd, Minn.
General manager	W. H. Gemmell.....	Brainerd, Minn.
Superintendent	W. H. Strachan.....	Brainerd, Minn.

EXPLANATORY REMARKS.

The general manager has charge of traffic matters, both freight and passenger.

PROPERTY OPERATED—STATE OF MINNESOTA.

(Page 9A.)

(For Roads Making Operating Reports.)

Name of Every Railroad, the Operations of which are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a. Main line.
 - b. Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon the earnings or other considerations.
5. Line operated under Trackage Rights.

NAME—	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
1. a Minnesota International Ry.	Brainerd Minn.	Blackduck	115.15	.....
b Minnesota International Ry.	Various industrial spurs .....	.....	15.62	.....
5. Northern Pacific Ry.	Brainerd, Minn.	Brainerd Shops	130.77	.....
Total .....	.....	.....	1.91	.....
			132.68	.....

PROPERTY OPERATED.

(Page 9.)

a Minnesota International Ry.	Brainerd Shops	Blackduck	115.15	.....
b Minnesota International Ry.	Various industrial spurs .....	.....	15.62	.....
5. Northern Pacific Ry.	Brainerd, Minn.	Brainerd Shops	130.77	.....
Total .....	.....	.....	1.91	.....
			132.68	.....

(Page 15.)

PROPERTY LEASED OR OTHERWISE CONTROLLED FOR OPERATION.

[For Subsidiary Roads Making Either Operating Reports or Financial Reports.]

Give below a definite statement, as required by the Instructions on page 14, of the operating agreement or controlling relation existing between the company for which the report is made and the company by which it is operated or controlled, whether through lease, contract, or other agreement, or through ownership of capital stock.

The Northern Pacific Railway Company own 70 per cent. of the capital stock and all of the balance of the capital liability consisting of notes aggregating \$1,543,645.72.

(Page 17.)

CAPITAL STOCK.

DESCRIPTION—	Number of Shares Author- ized	Par Value of Shares	Total Par Value Author- ized	Total Am't Issued and Out- standing	Dividends Declared During Year	
					Rate Per Cent	Amount
Capital stock—						
Common	5,000	\$100.00	\$500,000	\$500,000		
Preferred.....						
Total	5,000	\$100.00	\$500,000	\$500,000		

MANNER OF PAYMENT FOR CAPITAL STOCK.

	Number of Shares Issued dur- ing year.	Cash Realized on Amount Issued during Year	Total No. Shares Issued and Outstand- ing.	Total Cash Realized.
Issued for cash:—				
Common				
Preferred.....				
Issued for construction:—				
Common				
Preferred.....				
Issued for reorganization:—				
Common				
Preferred.....				
Total				

REMARKS.

Am unable to determine from the records the consideration upon which the stock was originally issued.

CURRENT ASSETS AND LIABILITIES.

(Page 28.)

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1908.	
Cash		Receiver's certificates	
Bills receivable	\$33,433.09	Loans and bills payable	
Due from agents	2,924.48	Audited vouchers and accounts	\$33,839.28
Due from solvent companies and individuals	67,320.69	Wages and salaries	40,310.67
Net traffic balances due from other companies	47,638.15	Net traffic balances due to other companies	
Other cash assets (excluding "Materials and Supplies")	2,690.23	Dividends not called for	
		Matured interest coupons unpaid (inc. coupons due July 1)	
		Rents due July 1	
		Miscellaneous	1,462.31
Total—Cash and current assets		Total—Current liabilities	\$100,612.26
Balance—Current liabilities	\$154,006.64	Balance—Cash assets	53,394.88
Total	\$154,006.64	Total	\$154,006.64

•Materials and supplies on hand, \$19,638.10. (See General Balance Sheet—page 49.)

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RECAPITULATION.

A. For Mileage owned by Road making this Report.

ACCOUNT—	Total Amount Outstanding	APPORTIONMENT		AMOUNT PER MILE OF LINE	
		To Railroads	To Other Properties	Miles	Amount
Capital stock—page 17.....	\$500,000.00	\$500,000.00	.....	146.07	\$8,409.01
Bonds—page 19 (grand total).....	.....	.....	.....	.....	.....
Equipment trust obligations—page 21.....	.....	.....	.....	.....	.....
Total.....	\$500,000.00	\$500,000.00	.....	146.07	\$8,409.01

B. For Mileage Operated by Road making this Report (Trackage Rights excluded), the Operations of Which are Included in the Income Account—Page 31.

NAME OF ROAD -	Capital Stock	Funded Debt	Total	AMOUNT PER MILE OF LINE	
				Miles	Amount
Minnesota & International Ry.	\$500,000.00	.....	\$500,000.00	180.77	\$8,888.51
Grand Total	\$500,000.00	.....	\$500,000.00	180.77	\$8,888.51

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

(Page 27.)

ITEM—	Expenditures During Year Not Included in Operating Expenses		Total Cost to June 30, 1902	Total Cost to June 30, 1903	Cost Per Mile
	Charged to Income Acc't as Permanent Improvements	Charged to Construction or Equipment			
CONSTRUCTION:					
Engineering				\$82,010.95	
Right of way and station grounds			70,145.14	22,339.09	
Real estate			47,000.45	47,000.45	
Grading			4,053.26	1,053.26	
Tunnels	\$482.03	\$6,774.81	509,028.90	608,898.81	
Bridges, trestles, and culverts					
Ties		18,378.35	67,756.02	80,034.37	
Rails		6,843.25	60,346.21	67,189.46	
Track fastenings		2,243.53	283,838.19	344,164.10	
Frogs and switches		344.53	16,705.66	27,010.01	
Ballast		138.00	8,120.19	9,570.42	
Track laying and surfacing		12,920.57	9,237.28	15,484.85	
Fencing right of way		1,866.60	88,571.10	98,854.98	
Crossings, cattle guards, and signs		975.52	12.42	12.42	
Interlocking or signal apparatus		130.38	1,529.39	1,665.77	
Telegraph lines	3,947.47	1,344.66			
Station buildings and fixtures	4,112.27	1,141.44	8,340.86	9,585.52	
Shops, roundhouses, and turntables	790.98	139.91	55,218.60	56,860.04	
Shop machinery and tools			1,101.85	1,301.76	
Water stations		232.47	3,714.85	3,714.85	
Fuel stations			6,356.69	6,516.16	
Grain elevators			4,518.06	4,518.06	
Storage warehouses					
Docks and wharves			21,008.80	21,008.80	
Electric light plants					
Electric motive power plants					
Gas making plants		170.81	5,452.11	5,632.92	
Miscellaneous structures			201,514.26	201,514.26	
Purchase of Constructed Road			4,892.55	4,892.55	
Interest and discount			1,302.84	12,393.50	
General expenses		11,090.66			
Total Construction	\$32,691.73	\$258,739.44	\$1,461,058.68	\$1,719,797.52	\$11,725.63

(Page 29.)

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.
Continued.

ITEM—	Expenditures During Year Not Included in Operating Expenses		Total Cost to June 30, 1903	Total Cost to June 30, 1903	Cost Per Mile
	Charged to Income Acc't as Permanent Improvements	Charged to Construction or Equip- ment			
EQUIPMENT:					
Locomotives				\$75,001.51	
Passenger cars	\$4,100.00		0.308 54	6,303.54	
Sleeping parlor, and dining cars					
Baggage, express, and postal cars					
Combination cars					
Freight cars	38,312.58			389,831.08	
Other cars of all classes				15,737.34	
Floating equipment					
Total equipment	\$42,312.58			\$387,658.87	\$2,303.13
Total construction—page 27	\$32,691.78	\$258,789.44	1,461,068.08	1,710,797.53	11,786.68
Grand total cost construction, equipment, etc.	\$75,004.31	\$258,789.44	\$1,708,711.45	\$3,057,450.80	\$14,037.76
Total cost construction, equipment, etc.—State of Minnesota	\$75,004.31	\$258,789.44	\$1,708,711.45	\$3,057,450.89	\$14,037.76

Does the absence of any entry under the heading "Included in Operating Expenses" (page 27 or 29) mean that no expenditures for permanent improvements or betterments have been charged to operating expense accounts? Yes.

Do the amounts entered under the heading "Included in Operating Expenses" (page 27 or 29) cover all expenditures for permanent improvements or betterments charged to operating expense accounts? Yes.

(Page 31.)

INCOME ACCOUNT,

For Roads Making Operating Reports.

Gross earnings from operation—page 35.....	\$658,688.33	
Less operating expenses—page 45.....	465,669.36	
Income from operation	\$193,018.97	
Miscellaneous income—less expenses—page 41.....	\$594.35	
Income from other sources	\$594.25	
Total income		\$193,613.22
Deductions from Income:		
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	\$71,724.09	
Taxes—page 79, A.....	12,055.17	
Permanent improvements—page 29.....	75,004.31	
Total deductions from income	\$158,783.57	\$158,783.57
Net income		\$34,829.65
Surplus from operations of year ending June 30, 1903..		\$34,729.65
Surplus on June 30, 1902 (from "General Balance Sheet." 1902 report).....		\$52,006.00
		\$86,835.65
Surplus on June 30, 1903 (For entry on "General Bal- ance Sheet," page 51)		\$86,835.65

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

(Page 35.)

ITEM—	Gross Earnings from Business Originating and Terminating in State of Minnesota	Deductions Account of Repayments Etc.	Actual Earnings	Gross Earnings from Interstate Business Divided on Straight Mileage Basis	Deductions Account of Repayments Etc.	Actual Earnings	Total Gross Earnings, Including Local and Interstate Business, According to State of Minnesota
PASSENGER—							
Passenger revenue	\$130,061.57			\$130,061.57			
Less repayments—		\$82.75			\$82.75		
Tickets redeemed							
Excess fares refunded							
Total deductions		\$82.75			\$82.75		
Total passenger revenue			\$129,978.82			\$129,978.82	\$129,978.82
Mail			5,304.00			5,304.00	5,304.00
Express			4,488.76			4,488.76	4,488.76
Extra baggage and storage			1,376.77			1,376.77	1,376.77
Other items			290.00			290.00	290.00
Total passenger earnings			\$141,400.75			\$141,400.75	\$141,400.75
FREIGHT—							
Freight revenue	\$314,010.34			\$314,010.34			
Less repayments—		\$721.05			\$721.05		
Overcharge to shippers							
Other repayments							
Total deductions		\$721.05			\$721.05		
Total freight revenue			\$313,289.29			\$313,289.29	\$313,289.29
Other items			494.00			494.00	494.00
Total freight earnings			\$313,783.29			\$313,783.29	\$313,783.29
Total freight revenue			\$313,783.29			\$313,783.29	\$313,783.29
Total freight earnings			\$313,783.29			\$313,783.29	\$313,783.29
OTHER EARNINGS FROM OPERATION—							
Switching charges Bal.							
Car mileage—balance							
Hire of equipment—balance							
Telegraph Companies			8,207.42			8,207.42	8,207.42
Other sources			207.27			207.27	207.27
Total other earnings			\$8,414.69			\$8,414.69	\$8,414.69
Total gross earnings from operation—Minnesota			\$603,664.33			\$603,664.33	\$603,664.33
Total gross earnings from operation—Entire line							

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MISCELLANEOUS INCOME.

ITEM.	Gross Income.	Less Expenses.	Net Mis- cellaneous Income.
Interest on money in bank	\$329.91	.....	\$329.91
Rental of lands	216.00	.....	216.00
Commission from Ins. Cos. on prems. col'd..	48.34	.....	48.34
Total	\$594.25	.....	\$594.25

21 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 43.)

OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

Repairs of Roadway	\$90,542.01
Renewals of rails	908.18
Renewals of ties	16,013.94
Repairs and Renewals of Bridges and Culverts	21,281.82
Repairs and Renewals of Fences, Road Crossings, Signs and Cattle Guards	721.81
Repairs and Renewals of Buildings and Fixtures	5,708.65
Repairs and renewals of docks and wharves	708.26
Repairs and renewals of telegraph	2,177.06
Stationery and printing	70.15
Total	\$138,122.38

MAINTENANCE OF EQUIPMENT.

Superintendence	\$1,243.65
Repairs and Renewals of Locomotives	17,451.87
Repairs and renewals of passenger cars	4,404.65
Repairs and Renewals of Freight Cars	8,895.96
Repairs and renewals of work cars	4,056.85
Repairs and renewals of shop machinery and tools	120.33
Stationery and printing	18.90
Other expenses	141.83
Total	\$36,333.99

CONDUCTING TRANSPORTATION.

Superintendence	\$3,652.84
Engine and Roundhouse Men	39,748.87
Fuel for Locomotives	98,685.26
Water Supply for Locomotives	1,502.68
Oil, Tallow, and Waste for Locomotives	1,097.74
Other Supplies for Locomotives	1,088.46
Train Service	32,373.18
Train supplies and expenses	4,394.28
Switchmen, flagmen, and watchmen	5,448.01
Telegraph expenses	8,709.04
Station service	9,729.06
Station supplies	1,580.16
Car Mileage—Balance	15,396.36
Hire of Equipment—Balance	3,242.64
Loss and Damage	2,275.50
Injuries to persons	9,940.71
Clearing Wrecks	3,776.72
Advertising	341.23
Rents for Tracks, Yards, and Terminals—Page 47, B.	2,949.00
Rents of buildings and other property	25.00
Stationery and printing	1,145.13
Other expenses	32,148.84
Total	\$267,128.20

GENERAL EXPENSES.

Salaries of general officers	\$6,709.34
Salaries of Clerks and Attendants	5,320.08
General Office Expenses and Supplies	815.37
Insurance	10,200.58
Law expenses	129.08
Stationery and Printing (General Officers)	840.19
Other expenses	70.15
Total	\$24,084.79

RECAPITULATION OF EXPENSES.

Maintenance of Way and Structures	\$138,122.38
Maintenance of Equipment	36,333.99
Conducting Transportation	267,128.20
General Expenses	24,084.79
Grand total	\$465,669.36

OPERATING EXPENSES—STATE OF MINNESOTA

Maintenance of Way and Structures	\$138,122.38
Maintenance of Equipment	36,333.99
Conducting Transportation	267,128.20
General Expenses	24,084.79
Total	\$465,669.36

Percentage of expenses to earnings—Minnesota..... 70.6

(Page 47.)

RENTALS PAID.

B. Rents Paid for Lease of Tracks, Yards, and Terminals.

Designation of Property	Situation of Property Leased	Name of Company Owning Property Leased	Item	Total
Terminals— Depot, etc.....	Brainerd, Minn.	Northern Pacific Railway	\$ 2,949.00
Grand Total.....			\$ 2,949.00

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EXPLANATORY REMARKS.

Terminals cover use of tracks, depot and warehouse facilities and service of employees at Brainerd depot at rate of \$200 per month; also roundhouse facilities at rate of 75 cents per day per engine.

(Page 49.) COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1902		ASSETS—	JUNE 30, 1903		YEAR ENDING JUNE 30, 1903	
Item	Total		Item	Total	Increase	Decrease
\$1,481,058.08	Cost of road—page 27		\$1,719,797.52		\$238,739.44	
337,653.37	Cost of equipment—page 29		337,653.37			
	Stocks owned—page 37					
	Bonds owned—page 39					
	Other permanent investments					
	Cash owned					
74,242.69	Cash and current assets—page 28		154,006.64		79,763.95	
	Other Assets—					
	Equipment trusts					
21,780.33	Materials and supplies		19,680.10			\$2,144.13
	Sinking fund					
	Sundries					
41,100.80	Equipment Suspense					41,100.80
	Profit and loss—page 31 (or 33)					
\$1,935,835.17	Grand total		\$2,231,093.63		\$295,258.46	

(Page 51.) COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1902		LIABILITIES—	JUNE 30, 1903		YEAR ENDING JUNE 30, 1903	
Item	Total		Item	Total	Increase	Decrease
\$500,000.00	Capital stock—page 17		\$500,000.00			
	Funded debt—page 23					
1 284,806.28	Notes		1 543,845.72		\$259,039.44	
98,922.89	Current liabilities—page 23		100,612.26		1,689.37	
	Real estate mortgages					
	Accrued interest on funded debt not yet payable					
52,006.00	Profit and loss Page 31 (or 33)		56,885.66		34,879.66	
\$1,935,835.17	Grand total		\$2,231,093.63		\$295,258.46	

(Page 55.)

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN
STATE OF MINNESOTA.

Here give a concise statement of all existing Contracts, Agreements, Arrangements, etc., with other Companies or persons, concerning the Transportation of Freight or Passengers. Give the statement in the following order, viz: 1. Express Companies. 2. Mails. 3. Sleeping, Parlor, or Dining Car Companies. 4. Freight or Transportation Companies or Lines. 5. Other Railroad Companies. 6. Steamboat or Steamship Companies. 7. Telegraph Companies. 8. Telephone Companies. 9. Other Contracts.

1. Contract with Northern Pacific Express Co. effective July 1st, 1901, covering transportation of its matter, the consideration being 50 per cent of the gross earnings.

2. Contract with the U. S. Government, covering transportation of the U. S. mail between Brainerd and Blackduck at \$5,366.41 per annum.

7. Operate own telegraph line.

21 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 59.)

EMPLOYEES AND SALARIES—STATE OF MINNESOTA.

CLASS—	Number	Total No. of Days Worked.	Total Yearly Compensation	Average Daily Compensation.
General Officers	7	880	\$6,212.02	8.51
Other Officers	6	2,074	8,318.16	4.01
General Office Clerks	10	3,110	7,879.74	2.37
Station Agents	10	8,202	5,831.27	1.32
Other Station Men	7	1,488	2,256.17	1.57
Enginemen	32	7,441	27,118.57	3.64
Firemen	31	7,286	16,878.57	2.32
Conductors	19	5,383	17,482.97	3.24
Other Trainmen	52	11,422	24,844.63	3.18
Machinists	14	656	2,120.45	3.28
Carpenters	14	4,605	10,879.70	2.25
Other Shopmen	14	2,089	3,950.54	1.98
Section foremen	29	7,107	11,164.60	1.57
Other Trackmen	514	48,824	76,208.49	1.63
Switchmen, Flagmen and Watchmen	15	2,080	3,763.45	1.86
Telegraph Operators and Dispatchers	17	3,655	6,640.90	1.82
Employees—Account Floating Equipment	162	27,321	57,529.41	2.11
All other Employees and Laborers	162	27,321	57,529.41	2.11
Total (including "General Officers")—				
Minnesota	925	136,428	\$288,080.64	2.11
Less "General Officers"	7	880	6,212.02	8.54
Total (excluding "General Officers")—				
Minnesota	918	135,593	\$281,818.62	2.08
DISTRIBUTION OF ABOVE:				
General Administration	17	3,940	13,591.76	3.45
Maintenance of Way and Structures	560	55,422	98,218.59	1.68
Maintenance of Equipment	14	7,544	17,510.69	2.32
Conducting Transportation	848	69,517	163,709.60	2.37
Total (including "General Officers")—				
Minnesota	925	136,428	\$288,080.64	2.11
Less "General Officers"	7	880	6,212.02	8.54
Total (excluding "General Officers")—				
Minnesota	918	135,593	\$281,818.62	2.08
Total (including "General Officers")	918	135,593	281,818.62	2.08
Entire Line	918	135,593	281,818.62	2.08

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EXPLANATORY REMARKS.

The president, vice president, secretary, assistant secretary and treasurer (5) serve without compensation.

On the last day of February the company abandoned its machine shops and since that date have had its work done by the Northern Pacific Railway Co.; therefore, no machinists or other shopmen employed on the last day of June, and none shown on opposite page.

(Page 61A.)

TRAFFIC AND MILEAGE STATISTICS—STATE OF MINNESOTA.

ITEM—	Column for No. Passen- gers, Tonnage, Car Mileage, No. Cars, etc.	Columns for Revenue and Rates.
		Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue....	120,316	
Number of passengers carried one mile.....	3,945 143	
Number of passengers carried one mile per mile of road	29,734	
Average distance carried, miles.....	52.79	
Total passenger revenue—Page 35.....		129,978.82
Average amount received from each passenger.....		1.08.031
Average receipts per passenger per mile.....		.03.295
Total passenger earnings—page 35.....		141,490.75
Passenger earnings per mile of road.....		1,066.40.601
Passenger earnings per train mile.....		1.90.524
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue— Page 63.....	1,174 807	
Number of tons carried one mile.....	97,101 314	
Number of tons carried one mile per mile of road.....	731,846	
Average distance haul of one ton, miles.....	82.65	
Total freight revenue—Page 35.....		513,288.69
Average amount received for each ton of freight.....		43.691
Average receipts per ton per mile.....		.00.529
Total freight earnings—Page 35.....		513,782.69
Freight earnings per mile of road.....		3,872.26.929
Freight earnings per train mile.....		2.32.148
TOTAL TRAFFIC—		
Gross earnings from operation—Page 35.....		653,638.33
Gross earnings from operation per mile of road.....		4,964.48.847
Gross earnings from operation per train mile.....		2.24.943
Operating expenses—Page 45.....		465,669.36
Operating expenses per mile of road.....		3,509.71.782
Operating expenses per train mile.....		1.59.027
Income from operation—Page 31.....		193,018.97
Income from operation per mile of road.....		1,454.77.065
CAR MILEAGE, ETC.—		
Mileage of passenger cars.....	510,060	
Average number of passenger cars per train mile.....	4.18	
Average number of passengers per train mile.....	53	
Mileage of loaded freight cars—North or East.....	630,577	
Mileage of loaded freight cars—South or West.....	2,919,684	
Mileage of empty freight cars—North or East.....	2,764,497	
Mileage of empty freight cars—South or West.....	472,962	
Average number of freight cars per train mile.....	30.81	
Average number of loaded cars per train mile.....	16.04	
Average number of empty cars per train mile.....	14.76	
Average number of tons of freight per train mile.....	438.74	
Average number of tons of freight per loaded car mile.....	27.35	
Average mileage operated during year.....	182.68	
TRAIN MILEAGE—		
Mileage of revenue passenger trains.....		71,508
Mileage of locomotives employed in "helping" passen- ger trains.....		
Percentage of "helping" to revenue train mileage, per cent.....		
Mileage of revenue mixed trains.....		2 756
Mileage of revenue freight trains.....		218,561
Mileage of locomotives employed in "helping" mixed and freight trains.....	37,696	
Percentage of "helping" to revenue train mileage, per cent.....	17.03	
Total revenue train mileage.....		292.825
Mileage of nonrevenue trains.....		41 929

21 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 61.)

TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE.

ITEM—	Column for No. Passen- gers, Tonnage, Car Mileage, No. Cars, etc.	Columns for Revenue and Rates.
		Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue....	120,316	
Number of passengers carried one mile.....	3,945,143	
Number of passengers carried one mile per mile of road	29,734	
Average distance carried, miles.....	32.79	
Total passenger revenue—Page 35.....		129,978.82
Average amount received from each passenger.....		1.08.031
Average receipts per passenger per mile.....		68.236
Total passenger earnings—Page 35.....		141,430.75
Passenger earnings per mile of road.....		1,065.40.001
Passenger earnings per train mile.....		1.90.324
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue— Page 63.....	1,174,807	
Number of tons carried one mile.....	97,101,314	
Number of tons carried one mile per mile of road.....	731,846	
Average distance haul of one ton, miles.....	82.65	
Total freight revenue—Page 35.....		513,288.69
Average amount received for each ton of freight.....		43.691
Average receipts per ton per mile.....		60.529
Total freight earnings—Page 35.....		513,782.69
Freight earnings per mile of road.....		3,572.26.929
Freight earnings per train mile.....		2.32.143
TOTAL TRAFFIC—		
Gross earnings from operation—Page 35.....		658,683.33
Gross earnings from operation per mile of road.....		4,364.43.847
Gross earnings from operation per train mile.....		2.24.943
Operating expenses—Page 45.....		465,669.36
Operating expenses per mile of road.....		3,509.71.782
Operating expenses per train mile.....		1.59.027
Income from operation—Page 31.....		193,013.97
Income from operation per mile of road.....		1,454.77.065
CAR MILEAGE, ETC.—		
Mileage of passenger cars.....	310,060	
Average number of passenger cars per train mile.....	4.18	
Average number of passengers per train mile.....	38	
Mileage of loaded freight cars—north or west.....	630,577	
Mileage of loaded freight cars—south or east.....	2,919,684	
Mileage of empty freight cars—north or west.....	2,794,497	
Mileage of empty freight cars—south or east.....	472,962	
Average number of freight cars per train mile.....	30.81	
Average number of loaded cars per train mile.....	16.04	
Average number of empty cars per train mile.....	14.76	
Average number of tons of freight per train mile.....	438.74	
Average number of tons of freight per loaded car mile.....	27.35	
Average mileage operated during year.....	132.63	
TRAIN MILEAGE—		
Mileage of revenue passenger trains.....		71,508
Mileage of locomotives employed in "helping" passen- ger trains.....		
Percentage of "helping" to revenue train mileage.....		2.756
Mileage of revenue mixed trains.....		218,561
Mileage of revenue freight trains.....		
Mileage of locomotives employed in "helping" mixed and freight trains.....	37,696	
Percentage of "helping" to revenue train mileage.....	17.03	
Total revenue train mileage.....		292,825
Mileage of nonrevenue trains.....		41,929

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FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

COMMODITY—	Freight Originat- ing on this Road Tons.	Freight Received from Con- necting Roads and Other Carriers. Tons.	Total Freight Tonnage.	
			Whole Tons.	Per Cent.
Products of Agriculture—				
Grain	861	2,995	3,856	.33
Flour	190	1,110	1,300	.11
Other mill products.....	180	5,232	5,412	.46
Hay	2,762	2,909	5,671	.48
Tobacco				
Cotton				
Fruit and vegetables.....	555	235	790	.09
Products of Animals—				
Live stock	1,019	711	1,730	.15
Dressed Meats	36	182	198	.02
Other packing-house products.....		12	12	
Poultry, game and fish.....				
Wool				
Hides and leather				
Products of Mines—				
Anthracite coal		39	39	
Bituminous coal	15	390	405	.04
Coke				
Ores				
Stone, sand and other like articles.....	781	271	1,052	.09
Products of Forest—				
Wood	24,271		44,271	2.06
Lumber	12,786	1,318	14,104	1.20
Logs	1,065,329		1,065,329	90.68
Posts, Poles, Piling, Ties	16,869	20	16,889	1.44
Manufactures—				
Petroleum and other oils.....		190	190	.02
Sugar				
Naval stores				
Iron, pig and bloom				
Iron and steel rails.....	1,538	2,334	3,872	.33
Other castings and machinery.....	355	787	1,142	.09
Bar and sheet metal.....				
Cement, brick and lime.....	329	2,366	2,695	.23
Agricultural implements.....		96	96	.01
Wagons, carriages, tools, etc.....				
Wines, liquors and beers.....		2,430	2,430	.21
Household goods and furniture.....	80	104	184	.02
Merchandise	6,320	7,827	14,147	1.20
Miscellaneous—				
Other commodities not mentioned above.....	5,703	3,290	8,993	.76
Total tonnage—Minnesota				
Total Tonnage—Entire Line	1,139,979	34,828	1,174,807	100.00

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DESCRIPTION OF EQUIPMENT.

ITEM.	No. Added During Year	Total No. at End of Year	Equipment Fitted With Train Brake		Equipment Fitted with Automatic Coupler	
			No.	Name	No.	Name
Locomotives—Owned and leased						
Passenger		15	2	Westinghouse	2	Tower.
Freight		11	11	Westinghouse	11	Tower.
Switching		2	2	Westinghouse	2	Tower.
Total locomotives in service		15	15		15	
Less locomotives leased.....						
Total locomotives owned....		15	15		15	
Cars—Owned and leased:						
In passenger service—						
First-class cars	1	2	2	Westinghouse	2	Standard.
Second-class cars		2	2	Westinghouse	2	Standard.
Combination cars		2	2	Westinghouse	2	Standard.
Emigrant cars						
Dining cars						
Parlor cars						
Sleeping cars						
Baggage, express and postal cars						
Other cars in passenger ser- vice						
Total	1	6	6		6	
In Freight Service—						
Box cars						
Flat cars—Log		456	456	Westinghouse	456	Tower.
Stock cars						
Coal cars						
Tank cars						
Refrigerator cars						
Other cars in freight ser- vice		3	3	Westinghouse	3	Tower.
Total		459	459		459	
In Company's Service—						
Officers' and pay cars.....						
Gravel cars						
Derrick cars						
Caboose cars	2	10	10	Westinghouse	10	Tower.
Other road cars.....	1	2	2		2	Standard.
Total	3	12	12		12	
Total cars in service.....						
Less cars leased.....						
Total cars owned.....	4	477	477		477	
Cars contributed to fast freight line service.....						

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MILEAGE.

A. Mileage of Road Operated (All Tracks).

LINE IN USE—	Line Represented by Capital Stock		Line of Proprietary Companies	Line Operated Under Lease	Line Operated Under Contract Etc.	Line Operated Under Rights	Total Mileage Operated	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs							Iron	Steel
Miles of single track	115.15	15.62				1.91	132.68	5.80		180.77
Miles of second track										
Miles of third track										
Miles of fourth track										
Miles of yard track and sidings	23.77					.78	23.55	4.08		22.77
Total mileage operated (all tracks) ...	137.92	15.62				2.69	156.23	9.88		158.54

B. Mileage of Line Operated by States and Territories (Single Track).

State or Territory—	115.15	15.62				1.91	132.68	5.80		180.77
Minnesota										
Total Mileage Operated (single track)	115.15	15.62				1.91	132.68	5.80		180.77

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OR TERRITORY—	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year.	RAILS	
	Main Line	Branches and Spurs			Iron	Steel
Minnesota	181.06	15.62	146.67	21.70	146.67
Total mileage owned (single track)	185.05	15.62	146.67	21.70	146.67

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MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

LINE IN USE—	Line Represented by Capital Stock		Line of Proprietary Companies	Line Operated Under Lease	Line Operated Under Contract, Etc.	Total Mileage Operated	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs						Iron	Steel
Miles of single track	115.15	15.62	.....	.....	.....	132.68	5.80	.....	180.77
Miles of second track .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of third track .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of fourth track .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of yard track and sidings	22.77	.....	.....	.....	.78	23.56	4.08	.....	22.77
Total Mileage Operated (all tracks) ..	137.92	15.62	.....	.....	2.69	156.23	9.88	.....	153.54

B. Mileage of Line Operated by States and Territories (Single Track).

State of Minnesota.....	115.15	15.62	.....	.....	.....	132.68	5.80	.....	130.77
Total Mileage Operated (single track)	115.15	15.62	.....	.....	.....	132.68	5.80	.....	130.77

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OR TERRITORY—	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year.	RAILS	
	Main Line	Branches and Spurs			Iron	Steel
Minnesota	131.05	15.62	146.67	21.70	146.67
Total mileage owned (single track)	131.05	15.62	146.67	21.70	146.67

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RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind	Tons	Weight Per Yard. Pounds	Av. Price Per Ton at Distribut'g Point, Dollars	Kind	Number	Av. Price at Dis- tributing Point, Cents
Iron.....	.....	.....	.....	Oak.....	13,591	41.0
Total ..	.....	.....	.....	Tamarack.....	22,171	24.9
Steel.....	14.25	56	} 28.35	Cedar.....	3,461	30.9
	2.08	66		White pine.....	5,213	24.5
Total..	16.31	.....	.....	Jack pine.....	16,887	15.9
				Hard culls.....	602	10.0
				Soft culls.....	153	5.0
				Total	62,078	26.0

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES—	Coal, Tons, Bitumi- nous	Wood, Cords, Soft	Total Fuel Consumed, Tons	Miles Run	Average Pounds Consumed Per Mile
Passenger	1,827.55	.....	1,827.55	71,678	50.99
Freight	16,153.60	.....	16,153.60	253,786	127.30
Switching	4,424.92	.....	4,424.92	179,730	49.24
Construction	2,061.80	.....	2,061.80	56,755	72.65
Total	24,467.87	24,467.87	561,949	87.08
Average cost at distributing point.	\$3.54

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ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

A. Accidents Resulting from the Movement of Trains, Locomotives or Cars.

KIND OF ACCIDENT	EMPLOYEES												Total		
	Trainmen		Switchmen, Flagmen and Watchmen		Station Men		Shop Men		Trackmen		Other Employees				
	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd			
Coupling or uncoupling	1	5												1	5
Collisions															
Derailments														1	1
Parting of trains															
Locomotives or Cars breaking down.															
Falling from trains, locomotives, or cars	1	3												1	3
Jumping on or off trains, locomotives, or cars		3													3
Struck by trains, locomotives, or cars.															
Overhead obstructions		7												1	8
Other causes															
Total	2	18											2	20	20
KIND OF ACCIDENT	PASSENGERS		OTHER PERSONS						SUMMARY				Total		
	Killed		Trespassing		Not Trespassing		Total								
			Killed	Injur'd	Killed	Injur'd	Killed	Injur'd							
Collisions		17												2	20
Derailments														18	18
Parting of trains															
Locomotives or cars breaking down.															
Falling from trains, locomotives, or cars															
Jumping on or off trains, locomotives, or cars		1													
Struck by trains, locomotives, or cars															
At highway crossings															
At stations															
At other points along track															
Other causes															
Total	18	1	1	1			1	1						3	30

ACCIDENT TO PERSONS—STATE OF MINNESOTA—Continued.

B. Accidents Arising from Causes Other Than Those Resulting from the Movement of Trains, Locomotives, or Cars.

KIND OF ACCIDENT	EMPLOYEES										Total Employees		Other Persons		Total	
	Station Men		Shop Men		Trackmen		Other Employees									
	Killed		Injur'd		Killed		Injur'd		Killed		Injur'd		Killed		Injur'd	
	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd		
Handling traffic																
Handling tools, machinery, etc.....																
Handling supplies, etc.....																
Getting on or off locomotives or cars at rest																
Other causes																
Total																

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EXPLANATORY REMARKS.

The seventeen passengers reported as injured by the overturning of a coach, *caused by a broken switch.

(Page 78.) CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

WORKING DIVISIONS OR BRANCHES			ALIGNMENT			PROFILE						
From	To	Miles	Num- ber of Curves	Aggrate Length of Curved Line Miles	Length of Straight Line Miles	Length of Level Line Miles	Ascending Grades			Descending Grades		
							No.	Sum of Ascents Feet	Aggregate Length of Ascending Grades Miles	No.	Sum of Descents Feet	Aggregate Length of Descending Grades Miles
Brainerd.....	Blackduck.....	115.15	125	23.90	91.25	42.35	79	989.0	38.70	56	820.0	34.10
Total.....	115.15	125	23.90	91.25	42.35	79	989.0	38.70	56	820.0	34.10

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CHARACTERISTICS OF ROAD—Continued—STATE OF MINNESOTA.

Bridges, Trestles, Tunnels, Etc.

ITEM.	Number	Aggregate Length Feet	Minimum Length Feet	Maximum Length Feet	ITEM	Number	Height of Lowest Above Surface of Rail Ft. In.
Bridges—					Overhead Highway Crossings—		
Stone.....	1	152	152	152	Bridges.....		
Iron.....					Conduits.....		
Wooden.....					Trestles.....		
Combination.....					Total.....		
Total.....					Overhead Railway Crossings—		
					Bridges.....		
					Conduits.....		
					Trestles.....		
					Total.....		
Trestles.....	19	6,195	75	1,977	Tunnels.....		
Tunnels.....							

Gauge of track, 4 feet 8½ inches. miles.

TELEGRAPH.

A. Owned by Company Making This Report.

Miles of Line	Miles of Wire	Operated by This Co.		Operated by Another Company.		
		Miles of Line	Miles of Wire	Miles of Line	Miles of Wire	Name of Operating Co.
116.69	209.11	116.69	209.11

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CAR MILEAGE.

Paid or Allowed for Rolling Stock not the Property of Railroads nor Consigned for Use by Lease.

NAME OF OWNER—	Description	Rate, Cents	Amount
Armour Refrigerator Line	Refrigerator	3-4	\$ 95.71
Swift Refrigerator Line	Refrigerator	3-4	222.16
Union Rapid Transit Co.	Refrigerator	3-4	.45
Fitzger Refrigerator Line	Refrigerator	3-4	12.11
Street's Western Stable Car Line	Stock	6-10	19.37
Keystone Palace Horse Car Co.	Stock	6-10	1.39
Morris Refrigerator Line	Refrigerator	3-4	2.62
Duluth Brewing & Malting Co.	Refrigerator	3-4	.69
Hammond Refrigerator Line	Refrigerator	3-4	5.76
Nelson Morris Refrigerator Line	Refrigerator	3-4	3.81
Kansas Beef Packing Line	Refrigerator	3-4	1.05
Cold Blast Transfer Co.	Refrigerator	3-4	1.44
Hicks Palace Horse Car Co.	Stock	6-10	4.95
Canda Cattle Car Co.	Stock	6-10	1.12
Arms Palace Horse Car Co.	Stock	"	24.00
Deere Plow Co.	Box	6-10	1.29
Menasha Wooden Ware Co.	Box	6-10	1.29
Union Line	Box	6-10	4.00
Total	\$ 394.32

*\$12.00 per 300 miles traveled.

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TAXES AND ASSESSMENTS OF ALL KINDS.

For Reporting Company's Owned and Proprietary Lines.

STATE OR TERRITORY—	AD VALOREM TAX		SPECIFIC TAXES				On Prop- erty Owned not Used in Operation and Miscel- laneous	Internal Revenue, U. S. Govern- ment	Total
	On the Value of Real and Personal Property	On the Value of Stocks or Bonds, or on Valuation Based on Earn- ings, Dividends, or other Re- sults of Operation	On Stocks, Bonds, Loans, etc.	On Gross or Net Earn- ings, Re- venue, or Dividends	On Traffic or Some Phy- sical Quality of Property Operated, or on Privilege				
Minnesota	\$12,081.61	.....	.....	.....	\$28.56	\$12,085.17
Total	\$12,081.61	.....	.....	.....	\$28.56	\$12,085.17

Minnesota & North Wisconsin Railroad.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Minnesota & North Wisconsin R. R.
2. Date of organization? January 12, 1898.
3. Under laws of what Government, State, or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Minnesota, Chapter 34, Title 1, General Statutes 1894.
4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments to same. Not consolidated.
6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Not reorganized.
7. What carrier operates the road of this company? Minn. & Nor. Wis. R. R. Co.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
D. F. Brooks.....	Minneapolis.....	Jan. 1904
A. S. Brooks.....		
P. R. Brooks.....		
M. J. Scanlon.....		
H. E. Gipson.....	Scanlon, Minn.....	Jan. 1904
H. K. Brooks.....		
S. D. Brooks.....		

Total number of stockholders at date of last election? Eight.
 Date of last meeting of stockholders for election of directors? January 14, 1903.
 Give post-office address of general office? Minneapolis, Minn.
 Give post-office address of operating office? Scanlon, Minn.
 Give name and address of officer to whom correspondence regarding this report should be addressed? D. F. Brooks, Pres't., Minneapolis, Minn.

(Page 7.)

OFFICERS.

Title.	Name.	Location of Office.
President	D. F. Brooks.....	Minneapolis, Minn.
First vice-president	M. J. Scanlon.....	Minneapolis, Minn.
Second vice-president	A. S. Brooks.....	Minneapolis, Minn.
Secretary	H. E. Gipson.....	Minneapolis, Minn.
Treasurer	P. R. Brooks.....	Minneapolis, Minn.
Attorney, or general counsel.....	Geo. C. Ripley.....	Minneapolis, Minn.
Auditor	Geo. A. Keyes.....	Scanlon, Minn.
General manager	Jno. P. Keyes.....	Scanlon, Minn.
General freight agent.....	H. K. Brooks.....	Scanlon, Minn.

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PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad, the Operations of which are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a Main line.
 - b Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon the earnings or other considerations.
5. Line operated under Trackage Rights.

NAME—	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
1. a Minn. & Nor. Wisconsin	Nickerson, Minn.	Sec. 3 T 45 R 16	9.60	.....
1. b Minn. & Nor. Wisconsin .....	.....	Nimadji River	5.40	.....
1. a Minn. & Nor. Wisconsin	Scanlon, Minn.	Caroln, Minn.	44.50	15.00
1. b Minn. & Nor. Wisconsin	Alden Junction, Minn.	Alden Lake, Minn.	3.50	.....
1. a Minn. & Nor. Wisconsin	Gallagher Junction, Minn.	Gallagher Lake, Minn.	1.00	.....
1. b Minn. & Nor. Wisconsin	Adolph Junction, Minn.	Adolph, Minn.	1.20
3. DeLong & Chamberlain	Pocket Lake	Nickerson	1.20	50.20
Total	1.20
				86.40

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PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

(For Roads not Making Operating Reports.)

Name of Railroad the Income of which from Lease, or from other Assignment for Operation, is Included in the Income Account—Page 33.

NAME—	Terminals	By What Company Operated	Under What Kind of Contract Operated	Miles of Line
DeLong and Chamberlain....	Pocket Lake to Nickerson.....	Minn. and N. Wis.	Annual lease.....	1.20
Total Mileage...	.....	.....	.....	1.20

(Page 15.)

PROPERTY LEASED OR OTHERWISE CONTROLLED FOR OPERATION.

[For Subsidiary Roads Making Either Operating Reports or Financial Reports.]

Give below a definite statement, as required by the Instructions on page 14, of the operating agreement or controlling relation existing between the company for which the report is made and the company by which it is operated or controlled, whether through lease, contract, or other agreement, or through ownership of capital stock.

The Minnesota and North Wisconsin R. R. Co. operate under a ten-year lease, the De Long & Chamberlain R. R. extending from Pocket Lake to Nickerson, Minn., paying therefor annually the sum of \$480. This lease was made in August, 1897.

(Page 17.)

CAPITAL STOCK.

DESCRIPTION—	Number of Shares Authorized	Par Value of Shares	Total Par Value Authorized	Total Am't Issued and Outstanding	Dividends Declared During Year	
					Rate Per Cent	Amount
Capital stock—						
Common	3,500	\$100.00	\$350,000.00	\$10,000.00	.....	.....
Preferred .....					.....	.....
Total						

MANNER OF PAYMENT FOR CAPITAL STOCK.

	Number of Shares Issued during year.	Cash Realized on Amount Issued during Year	Total No. Shares Issued and Outstanding.	Total Cash Realized.
Issued for cash—				
Common			100	\$10,000.00
Preferred				
Issued for construction—				
Common				
Preferred				
Issued for reorganization—				
Common				
Preferred				
Total				

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

CLASS OF BOND OR OBLIGATION.	TIME		Amount of Authorized Issue	Amount Issued	Amount Outstanding	Cash Realized on Amount Issued	INTEREST			
	Date of Issue	When Due					Rate Pr Ct.	When Payable	Amt. Accrued During Year	Amount Paid During Year
Mortgage.....		1-1	\$200,000.00							
Mortgage		1902		\$150,000.00	\$120,000.00	\$144,590.28	5	J. & J.		
Mortgage		1-1		50,000.00	50,000.00	47,400.30	5	J. & J.	\$3,000.00	\$7,500.00
Mortgage bonds			\$200,000.00	\$200,000.00	\$170,000.00	\$191,990.58	.....	.....	\$3,000.00	\$7,500.00
Grand total			\$200,000.00	\$200,000.00	\$170,000.00	\$191,990.58	5	J. & J.	\$3,000.00	\$7,500.00

(Page 18.)

EXPLANATORY REMARKS.

The authorized issue of bonds is \$200,000, consisting of a series, running from one (1) to two hundred (200), secured by first mortgage on road and equipment. Thirty of these bonds, amounting to \$30,000, were payable January 1st, 1903, and were retired. A like number and amount are payable each January first up to and including January 1st, 1907, and fifty, amounting to \$50,000, are payable January 1st, 1908. There were \$150,000 of these bonds numbered from one (1) to one hundred and fifty (150) issued January 1st, 1902, and \$50,000 numbered from 150 to 200, issued January 1st, 1903.

(Page 21.)

FUNDED DEBT—Continued.

Equipment Trust Obligations.

A. General Statement.

Series or Other Designation	Date of Issue	Term	Number of Payments	Equipment Covered
See explanation page 18.....	All

RECAPITULATION OF FUNDED DEBT.

(Page 23.)

CLASS OF DEBT—	Amount Issued	Amount Outstanding	INTEREST	
			Amount Accrued during Year	Amount Paid during Year
Mortgage bonds—page 19				
Miscellaneous obligations—page 19	\$200,000.00	\$170,000.00	\$8,000.00	\$7,500.00
Income bonds—page 19				
Equipment trust obligations—page 21				
Total	\$200,000.00	\$170,000.00	\$8,000.00	\$7,500.00

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.	Current Liabilities Accrued to and Including June 30, 1908.	
Cash	Receiver's certificates	
Bills receivable	Loans and bills payable	
Due from agents	Audited vouchers and accounts	\$632,725.23
Due from solvent companies and individuals	Wages and salaries	
Net traffic balances due from other companies	Net traffic balances due to other companies	
Other cash assets (excluding "Materials and Supplies")	Dividends not called for	
	Matured interest coupons unpaid (inc. coupons due July 1	4,250.00
	Rents due July 1	240.00
	Miscellaneous	
Total—Cash and current assets	Total—Current liabilities	
Balance—Current liabilities	Balance—Cash assets	\$637,215.23
Total	Total	

*Materials and supplies on hand,

(See General Balance Sheet—page 49.)

RECAPITULATION.

(Page 25.)

A. For Mileage owned by Road making this Report.

ACCOUNT—	Total Amount Outstanding	APPORTIONMENT		AMOUNT PER MILE OF LINE	
		To Railroads	To Other Properties	Miles	Amount
Capital stock—page 17	\$10,000.00	.....	.....	65.20	\$153.87
Bonds—page 19 ("Grand Total")	170,000.00	.....	.....	65.20	2,907.86
Equipment trust obligations—page 21 .....	.....	.....	.....	.....	.....
Total	\$180,000.00	.....	\$180,000.00	.....	\$2,760.74

B. For Mileage Operated by Road making this Report (Trackage Rights excluded), the Operations of Which are Included in the Income Account—Page 31.

NAME OF ROAD—	Capital Stock	Funded Debt	Total	AMOUNT PER MILE OF LINE	
				Miles	Amount
Minnesota & North Wisconsin	\$10,000.00	\$170,000.00	\$180,000.00	66.40	\$2,710.84
Grand total	\$10,000.00	\$170,000.00	\$180,000.00	66.40	\$2,710.84

(Page 27.) COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM—	Expenditures During Year Not Included in Operating Expenses		Total Cost to June 30, 1902	Total Cost to June 30, 1903	Cost Per Mile
	Charged to Income Acc't as Permanent Improvements	Charged to Construction or Equip- ment			
CONSTRUCTION					
Engineering	\$2,514.69		\$6,312.74	\$8,827.43	\$185.89
Right of way and station grounds	5,813.50		7,520.86	18,333.88	304.10
Real estate					
Grading		17,041.75	124,804.91	141,846.66	2,175.56
Tunnels					
Bridges, trestles and culverts		13,083.77	14,598.22	27,631.99	434.11
Ties		1,449.41	38,048.89	88,093.40	534.25
Rails		52,894.44	153,543.12	208,436.58	8,166.20
Track fastenings		6,216.59	14,891.15	21,047.74	322.81
Frogs and switches		1,842.45	3,423.14	5,265.59	80.75
Ballast		81,617.87	49,129.68	130,747.55	2,005.88
Track laying and surfacing		6,150.29	32,158.66	88,308.95	587.55
Fencing right of way		2,373.34	987.90	8,361.24	51.55
Crossings, cattle guards, and signs		1,363.44	916.61	2,280.05	34.97
Interlocking or signal apparatus					
Telegraph lines		515.97	2,703.86	3,219.33	49.87
Station buildings and fixtures		1,020.33		1,029.33	15.78
Shops, roundhouses, and turntables		5,121.46	482.77	5,554.23	85.18
Shop machinery and tools		5,189.30	192.31	5,381.61	83.54
Water stations		656.12	4,186.54	4,792.60	73.50
Fuel stations		708.18	104.84	813.02	12.47
Grain elevators					
Storage warehouses		939.24	386.99	1,326.23	20.34
Docks and wharves					
Electric light plants					
Electric motor power plants					
Gas making plants		1,630.34	634.31	2,264.35	35.18
Miscellaneous structures					
Legal expenses					
Interest and discount		2,197.93	1,007.35	3,205.28	49.16
General expenses					
Total Construction		\$210,209.41	\$454,498.25	\$664,797.36	\$10,196.27

(Page 29.) COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.
Continued.

ITEM—	Expenditures During Year Not Included in Operating Expenses		Total Cost to June 30, 1902	Total Cost to June 30, 1903	Cost Per Mile
	Charged to Income Acc't as Permanent Improvements	Charged to Construction or Equip- ment			
EQUIPMENT:					
Locomotives		\$18,078.47	\$22,130.77	\$40,204.24	\$916.03
Passenger cars		1,540.00		1,540.00	28.01
Sleeping, parlor, and dining cars					
Baggage, express, and postal cars					
Combination cars			1,407.45	1,407.45	21.58
Freight cars		30,557.08	69,810.36	106,167.44	1,628.38
Other cars of all classes		1,792.62	1,544.20	3,386.82	51.17
Floating equipment					
Total equipment		\$57,968.17	\$94,692.78	\$152,655.95	\$2,841.84
Total construction—page 27		210,289.41	454,498.25	604,797.36	10,196.27
Grand total cost construction, equipment, etc.		\$268,262.58	\$549,191.03	\$817,453.31	\$12,537.61
Total cost construction, equipment, etc.—State of Minnesota					

Does the absence of any entry under the heading "Included in Operating Expenses" (page 27 or 29) mean that no expenditures for permanent improvements or betterments have been charged to Operating Expense Accounts? Yes.

(Page 31.)

INCOME ACCOUNT.

For Roads Making Operating Reports.

Gross earnings from operation—Page 35.....	\$209,608.64	
Less operating expenses—Page 45.....	178,947.36	
Income from operation.....		\$30,661.28
 Total income		 \$30,661.28
 DEDUCTIONS FROM INCOME—		
Interest on funded debt accrued—page 23.....	\$4,250.00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for	15,480.14	
Rents paid for lease of road—page 47, A.....	480.00	
Taxes—page 79, A.....	1,704.55	
Total deductions from income.....		\$21,914.69
Net income		\$8,746.59
 Deficit on June 30, 1902 (From "General Balance Sheet," 1902 report)		 \$5,580.60
 Surplus on June 30, 1903 (For entry on "General Bal- ance Sheet," page 51).....		 \$3,165.99

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

(Page 35.)

ITEM.	Gross Earnings from Business Originating and Terminating in State of Minnesota	Deductions Account of Repayments, etc.	Actual Earnings	Gross Earnings from Interstate Business Accruing to State of Minnesota, Divided on Straight Mileage Basis	Deductions Account of Repayments, etc.	Actual Earnings	Total Gross Earnings, Including Local and Interstate Business Accruing to State of Minnesota
PASSENGER:							
Passenger Revenue	\$1,156.80						
Less Repayments—							
Tickets Redeemed							
Express Fares Refunded							
Other repayments							
Total Deductions			\$1,156.80				
Total Passenger Revenue							
Other Items							
Total Passenger Earnings			\$1,156.80				
FREIGHT:							
Freight Revenue	\$202,327.96						
Less Repayments—							
Overcharge to shippers							
Other repayments							
Total Deductions							
Total Freight Revenue			\$202,327.96				
Total Freight Earnings							
OTHER RECEIPTS FROM OPERATION—							
Total Passenger and Freight Earnings			\$202,327.96				
Switching Charges—Balance							
Car mileage	\$5,616.13						
Hire of equipment	18 00						
Telegraph companies	75 00						
Rents not otherwise provided for	25						
Other sources	350 00						
Total Other Earnings	64 00						
Total Other Earnings	\$6,123.86					\$6,123.86	
Total gross receipts from operation—							
Minnesota							
Total gross receipts from operation—							
Entire Line						\$209,608.64	

(Page 43.)

OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

Repairs of roadway	\$24,605.97
Renewals of Ties	2,585.99
Repairs and renewals of bridges and culverts	2,168.68
Repairs and renewals of fences, road crossings, signs, and cattle guards	114.81
Repairs and renewals of buildings and fixtures	1,554.07
Repairs and renewals of telephone	901.21
Stationery and printing	507.80
Other Expenses	2 651.98
Total	\$85,040.01

MAINTENANCE OF EQUIPMENT.

Superintendence	\$3,029.05
Repairs and renewals of locomotives	19,208.98
Repairs and renewals of freight cars	14,481.80
Repairs and renewals of work cars	1,923.28
Repairs and renewals of shop machinery and tools	918.84
Stationery and printing	48.50
Total	\$38,608.45

CONDUCTING TRANSPORTATION.

Superintendence	\$1,873.18
Engine and roundhouse men	14,830.18
Fuel for locomotives	44,550.80
Water supply for locomotives	842.79
Oil, tallow, and waste for locomotives	970.65
Other supplies for locomotives	689.74
Train service	17,578.18
Train supplies and expenses	2,651.15
Switchmen, flagmen, and watchmen	1,741.96
Repairs and renewals of telephone	2,452.16
Station service	1,775.87
Station supplies	21.60
Car Mileage—Balance	8,220.38
Hire of Equipment—Balance	1,552.75
Loss and Damage	645.81
Injuries to Persons	50
Clearing wrecks	3,023.94
Stationery and printing	213.41
Other expenses	315.00
Total	\$98,483.72

GENERAL EXPENSES.

Salaries of general officers	\$1,762.86
Salaries of clerks and attendants	682.50
General office expenses and supplies	489.14
Insurance	3,883.28
Law expenses	380.10
Stationery and printing (general offices)	192.50
Total	\$6,820.18

RECAPITULATION OF EXPENSES.

Maintenance of way and structures	\$35,040.01
Maintenance of equipment	38,608.45
Conducting transportation	98,483.72
General expenses	6,820.18
Grand total	\$178,947.36
Percentage of expenses to earnings—entire line	85.37

(Pag. 47.)

RENTALS PAID.

A. Rents Paid for Lease of Road.

NAME OF ROAD—	Interest on Bonds Guaranteed.	Dividends on Stock Guaranteed	Cash	Total
De Long & Chamberlain	\$ 480.00	\$ 480.00
Total Rents—A	\$480.00

COMPARATIVE GENERAL BALANCE SHEET.

(Page 49.)

JUNE 30 1902		ASSETS—		JUNE 30, 1903		YEAR ENDING JUNE 30, 1903	
Item	Total			Item	Total	Increase	Decrease
\$454,498.25		Cost of road—Page 27		\$604,797.38		\$210,299.11	
98,148.58	\$547,646.83	Cost of equipment—Page 29		152,655.95	\$817,453.31	59,507.37	
		Stocks owned—Page 37					
		Bonds owned—Page 39					
		Other permanent investments					
		Land owned					
		Cash and current assets—Page 23					
		Other Assets—					
		Equipment trusts					
		Materials and supplies		22,927.91	22,927.91		
		Sinking funds					
		Sundries					
	5,580.60	Profit and loss—Page 31 (or 33)					
	\$553,227.43	Grand total		\$840,381.22	\$840,381.22	\$282,734.39	

COMPARATIVE GENERAL BALANCE SHEET.

(Page 51.)

JUNE 30, 1902		LIABILITIES—		JUNE 30, 1903		YEAR ENDING JUNE 30, 1903	
Item	Total			Item	Total	Increase	Decrease
\$10,000.00		Capital stock—Page 17		\$10,000.00			
150,000.00		Funded debt—Page 23		170,000.00		\$20,000.00	
393,237.43		Current liabilities—Page 23		657,215.28		263,987.80	
		Real estate mortgages					
		Accrued interest on funded debt not yet payable					
		Profit and loss—Page 31 (or 33)		3,165.99		8,746.59	
	\$553,237.43	Grand total		\$840,381.22		\$282,734.89	

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IMPORTANT CHANGES DURING THE YEAR—STATE OF
MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

1. Scanlon Division, 7 1-10 miles.
7. Fifty thousand dollars issued completing the series of \$200,000.00 as described page 18.

(Page 57.) SECURITY FOR FUNDED DEBT—Page 23.

CLASS OF BOND OR OBLIGATION—	WHAT ROAD MORTGAGED		Miles	Amount of Mortgage Per Mile of Line	What Equip- ment Mortg'd	What Income Mort- gaged	What Securities Mort- gaged
	From	To					
First mortgage.....	Scanlon,.....	Carolyn and Alden Lake..	50.20	\$2,607.36	All	All	None
First mortgage.....	Nickerson.....	Sec. 3-45-16	15.09				

(Page 59.)

EMPLOYEES AND SALARIES—STATE OF MINNESOTA.

CLASS—	Number	Total No. of Days Worked.	Total Yearly Compensation	Average Daily Compensation.
General officers	7	365	\$1,762.66	\$4.83
Other officers	4	1,095	3,860.81	3.06
General office clerks	1	365	682.50	1.87
Station agents	3	1,095	1,824.27	1.68
Other station men	1	365	660.00	1.83
Enginemen	12	2,951	9,471.92	3.21
Firemen	11	2,801	6,114.60	2.11
Conductors	9	2,142	6,234.19	2.90
Other trainmen	19	3,172	6,099.44	2.11
Machinists	5	1,420	4,340.32	3.05
Carpenters	5	967	2,512.32	2.59
Other shopmen	38	8,733	14,985.70	1.72
Section foremen	7	2,290	4,530.00	1.97
Other trackmen	53	10,502	17,389.48	1.65
Switchmen, flagmen, and watchmen	8	988	2,063.50	2.10
Telegraph operators and dispatchers	4	1,495	2,959.60	1.98
Employees—account floating equipment				
All other employees and laborers				
Total (including "General Officers")— Minnesota	176	40,744	\$85,591.11	2.42
Less "General Officers"	7	365	1,762.66	.....
Total (excluding "General Officers")— Minnesota	169	40,379	\$83,828.45	2.07
Distribution of Above—				
General administration				
Maintenance of way and structures				
Maintenance of equipment				
Conducting transportation				
Total (including "General Officers")— Minnesota	176			.....
Less "General Officers"	7			.....
Total (excluding "General Officers")— Minnesota	169	40,379	\$83,828.45	2.07
Total (including "General Officers")— Entire Line	176	40,744	85,591.11	2.42

Our records are not kept in such a way that we can make a distribution as called for here.

(Page 58.)

EXPLANATORY REMARKS.

There are six general officers who receive no compensation.

(Page 61A)

TRAFFIC AND MILEAGE STATISTICS—STATE OF MINNESOTA.

ITEM—	Column for No. Passen- gers, Tonnage, Car Mileage, No. Cars, etc.	Columns for Revenue and Rates.
		Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue....	1,101	
Number of passengers carried one mile.....	38,535	
Number of passengers carried one mile per mile of road	591	
Average distance carried, miles.....	35	
Total passenger revenue—Page 35.....		1,156.80
Average amount received from each passenger.....		1.05
Average receipts per passenger per mile.....		.03
Total passenger earnings—Page 35.....		1,156.80
Passenger earnings per mile of road.....		17.42.170
Passenger earnings per train mile.....		
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue— Page 63.....	531,687 15,252,665	
Number of tons carried one mile.....	229,708	
Number of tons carried one mile per mile of road....	28.69	
Average distance haul of one ton, miles.....		202,327.96
Total freight revenue—Page 35.....		38.057
Average amount received for each ton of freight....		01.326
Average receipts per ton per mile.....		202,327.96
Total freight earnings—Page 35.....		3,047.11
Freight earnings per mile of road.....		
Freight earnings per train mile.....		
TOTAL TRAFFIC—		
Gross earnings from operation—Page 35.....		209,608.64
Gross earnings from operation per mile of road.....		3,156.75.662
Gross earnings from operation per train mile.....		
Operating expenses—Page 45.....		178,947.36
Operating expenses per mile of road.....		2,694.97.530
Operating expenses per train mile.....		1.43.733
Income from operation—Page 31.....		
Income from operation per mile of road.....		461.76.626
CAR MILEAGE, ETC.—		
Mileage of passenger cars.....		
Average number of passenger cars per train mile....		
Average number of passengers per train mile.....		
Mileage of loaded freight cars—North or East.....	7,205	
Mileage of loaded freight cars—South or West.....	696,669	
Mileage of empty freight cars—North or East.....	749,446	
Mileage of empty freight cars—South or West.....	59,982	
Average number of freight cars per train mile.....	13.73	
Average number of loaded cars per train mile.....	6.38	
Average number of empty cars per train mile.....	7.35	
Average number of tons of freight per train mile....	125.91	
Average number of tons of freight per loaded car mile.	19.71	
Average mileage operated during year.....	66.40	
TRAIN MILEAGE—		
Mileage of revenue passenger trains.....	Miles	Miles
Mileage of locomotives employed in "helping" passen- ger trains.....		
Percentage of "helping" to revenue train mileage		
Mileage of revenue mixed trains.....		
Mileage of revenue freight trains.....		110,217
Mileage of locomotives employed in "helping" mixed and freight trains.....		
Percentage of "helping" to revenue train mileage		
Total revenue train mileage.....		110,217
Mileage of nonrevenue trains.....		17,726

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TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE.

Same as preceding page.

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

COMMODITY—	Freight Originat- ing on this Road Tons	Freight Received from Con- necting Roads and Other Carriers Tons	Total Freight Tonnage	
			Whole Tons	Per Cent.
Products of Agriculture—				
Grain	269		269	.054
Flour	12		12	.002
Other mill products.....				
Hay	343		343	.064
Tobacco				
Cotton				
Fruit and vegetables.....	41		41	.007
Products of Animals—				
Live stock	84		84	.015
Dressed meats	43		43	.008
Other packing-house products.....				
Poultry, game and fish.....				
Wool				
Hides and leather.....				
Products of Mines—				
Anthracite coal				
Bituminous coal				
Coke				
Ores				
Stone, sand and other like articles.....				
Products of Forest—				
Lumber	408		408	.077
Logs	476,575		476,575	89.542
Ties, Posts, etc.	53,406		53,406	10.045
Manufactures—				
Petroleum and other oils.....				
Sugar				
Naval stores				
Iron, pig and bloom.....				
Iron and steel rails.....				
Other castings and machinery.....	15		15	.002
Bar and sheet metal.....				
Cement, brick and lime.....				
Agricultural implements				
Wagons, carriages, tools, etc.....				
Wines, liquors and beers.....				
Household goods and furniture.....				
Miscellaneous	439		439	.082
Miscellaneous; other commodities not men- tioned above	3		3	.001
Total tonnage—Minnesota				
Total tonnage—Entire line.....	531,637		531,637	100.000

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DESCRIPTION OF EQUIPMENT.

ITEM.	No. Added During Year	Total No. at End of Year	Equipment Fitted With Train Brake		Equipment Fitted with Automatic Coupler	
			No.	Name	No.	Name
Locomotives—Owned and leased						
Passenger.....						
Freight.....	5	18	12	Westinghouse.....	8	2 Tower.
Switching.....	1	2	2	Westinghouse.....	1	1 Winston.
Total locomotives in service.	6	15				1 Janney.
Less locomotives leased.....		1				
Total locomotives owned.....		14	14			
Cars—Owned and leased—						
In Passenger Service—						
First-class cars.....						
Second-class cars.....						
Combination cars.....	1	1	1	Westinghouse.....	1	Janney.
Emigrant cars.....						
Dining cars.....						
Parlor cars.....						
Sleeping cars.....						
Baggage, express and postal cars.....						
Other cars in passenger serv- ice.....						
Total	1	1	1		1	
In Freight Service—						
Box cars.....		10				
Flat cars.....		81				
Stock cars.....						
Coal cars.....						
Tank cars.....						
Refrigerator cars.....						
Other cars in freight service.	83	201				
Total	83	292				
In Company's Service—						
Officers' and pay cars.....						
Gravel cars.....						
Derrick cars.....						
Caboose cars.....		3				
Other road cars.....		8				
Total		11				
Total cars in service.....		304				
Less cars leased.....						
Total cars owned.....		304				
Cars contributed to fast freight line service.....						

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EXPLANATORY REMARKS.

Flat cars are equipped as follows: 30 with Janneys, 20 Little Giant, 1 Gould, 3 Solid, 1 Gallagher, 1 Missouri Pacific, 18 Winston, 4 Washburn. All other cars have link and pin couplers.

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MILEAGE

Mileage of Road Operated (All Tracks).

LINE IN USE—	Line Represented by Capital Stock		Line of Proprietary Companies	Line Operated Under Lease	Line Operated Under Contract, Trackage Etc.	Line Under Rights	Total Mileage Operated	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs							Iron	Steel
Miles of single track.....	59.50	5.70		1.20						
Miles of second track.....										
Miles of third track.....										
Miles of fourth track.....	4.90									All
Miles of yard track and sidings.....										
Total mileage operated (all tracks).....	64.40	5.70		1.20			71.30			

B. Mileage of Line Operated by States and Territories (Single Track).

State or Territory—	All	above.								
Minnesota										
Total mileage operated (single track).....										

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OR TERRITORY—	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year.	RAILS	
	Main Line	Branches and Spurs			Iron	Steel
Minnesota	All	above.				
Total mileage owned (single track).....						

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MILEAGE—STATE OF MINNESOTA.

Mileage of Road Operated (All Tracks).

LINE IN USE—	Line Represented by Capital Stock		Line of Property Companies	Line Operated Under Lease	Line Operated Under Contract, Etc.	Line Under Rights	Total Mileage Operated	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs							Iron	Steel
Miles of single track	59.50	5.70	.....	1.20	.....	.....	66.40	12.00	.....	.....
Miles of second track .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of third track .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of fourth track	4.90	.....	.....	.....	.....	.....	4.90	.....	.....	All.
Miles of yard track and sidings .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total Mileage Operated (all tracks)	64.40	5.70	.....	1.20	.....	.....	71.80	12.00	.....	.....

B. Mileage of Line Operated by States and Territories (Single Track).

State of Minnesota	64.40	5.70	.....	1.20	.....	.....	71.30	12.00	.....	71.80
Total mileage operated (single Track)	64.40	5.70	.....	1.20	.....	.....	71.30	12.00	.....	71.80

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OF MINNESOTA—	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs			Iron	Steel
Minnesota	64.40	5.70	70.10	12.00	70.10
Total mileage owned (single track)	64.40	5.70	70.10	12.00	70.10

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RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind	Tons	Weight Per Yard. Pounds	Av. Price Per Ton at Distribut'g Point. Dollars	Kind	Number	Av. Price at Distributing Point. Cents
Steel.....				Tamarack.....	8,532	26.552
				Cedar.....	948	27.618
				Pine.....	64	24.000
				Culls.....	619	10.000
Total steel.....				Total.....	10,163	21.269

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES—	Coal, Tons, Bituminous	Wood, Cords, Soft	Total Fuel Consumed, Tons	Miles Run	Average Pounds Consumed Per Mile
Passenger.....					
Freight.....	8,328	40	8,368		
Switching.....	445		445		
Construction.....	1,294		1,294		
Total.....	10,567	40	10,607		
Average cost at distributing point....	\$4.69	\$2.50	\$4.68		

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ACCIDENTS TO PERSONS—STATE OF MINNESOTA.
A. Accidents Resulting from the Movement of Trains, Locomotives or Cars.

KIND OF ACCIDENT	EMPLOYEES												Total
	Trainmen		Switchmen, Flagmen and Watchmen		Station Men		Shop Men		Trackmen		Other Employees		
	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	
Coupling or uncoupling		4											4
Collisions													
Derailments													
Parting of trains													
Locomotives or Cars breaking down		1											1
Falling from trains, locomotives, or cars	1												1
Jumping on or off trains, locomotives, or cars													
Struck by trains, locomotives, or cars													
Overhead obstructions													
Other causes													
Total	1	5								1			6

KIND OF ACCIDENT	OTHER PERSONS						Total
	PASSENGERS		Trespassing		Not Trespassing		
	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	
Collisions							
Derailments							
Parting of trains							
Locomotives or cars breaking down							
Falling from trains, locomotives, or cars							
Jumping on or off trains, locomotives, or cars							
Struck by trains, locomotives, or cars							
At highway crossings							
At stations							
At other points along track		1					1
Other causes							
Total		1					1

SUMMARY				Total
Employees		Other persons		
1	6	1	1	2
1	1	1		7

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CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

WORKING DIVISIONS OR BRANCHES			ALIGNMENT			PROFILE					
From	To	Miles	Num- ber of Curves	Agg- rate Length of Curved Line Miles	Length of Straight Line Miles	Length of Level Line		Ascending Grades		Descending Grades	
						Miles	Miles	No.	Feet	No.	Feet
Scanlon.....	Carolyn.....	44.50	110	11.50	33.00	20.01	53	947	13.10	45	783.1
Alden Jct.....	Alden Lake.....	3.50	4	.78	2.72	1.92	1	23	.02	6	63.5
Gallagher Jct.....	Gallagher Lake.....	1.00	1	.13	.87	.90	.....	.....	.....	1	6.0
Adolph Jct.....	Adolph.....	9.00	supply	data.	6.40	2.50	7	.....	2.40	12	3.00
Sec. 8, T. 45, R. 16.....	Sec. 8, T. 45, R. 16.....	2.00	4	.78	1.50	1.00	2	.....	.50	3	.73
Nickerson.....	Nemadji River.....	4.00	6	1.50	3.00	2.25	5	2.25
Total	64.00	132	16.76	47.49	28.58	16.02	72	20.01

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CHARACTERISTICS OF ROAD—Continued—STATE OF MINNESOTA.

Bridges, Trestles, Tunnels, Etc.

ITEM.	Number	Aggregate Length Feet	Minimum Length Feet	Maximum Length Feet	ITEM	Number	Height of Lowest Above Sur. face of Rail Ft. In.
Bridges—					Overhead Highway Crossings—		
Stone.....					Bridges.....		
Iron.....					Conduits.....		
Wooden.....	4	928	70	718	Trestles.....		
Total.....					Total.....		
					Overhead Railway Crossings:		
					Conduits.....		
					Bridges.....		
					Trestles.....		
Trestles	8	185	800		Total.....		

Gauge of track, 4 feet 8½ inches.

Telephone.

A. Owned by Company Making This Report.

Miles of Line	Miles of Wire	Operated by This Co.		Operated by Another Company.		
		Miles of Line	Miles of Wire	Miles of Line	Miles of Wire	Name of Operating Co.
68		68				

TAXES AND ASSESSMENTS OF ALL KINDS.

(Page 79.)

STATE OR TERRITORY—	AD VALOREM TAX		SPECIFIC TAXES				Internal Revenue, U. S. Government	Total
	On the Value of Real and Personal Property	On the Value of Stocks or Bonds, or on Valuation Based on Earnings, Dividends, or other Results of Operation	On Stocks, Bonds, Loans, etc.	On Gross or Net Earnings, Revenue, or Dividends	On Traffic or Some Physical Quality of Property Operated, or on Privilege	On Property Owned and Used in Operation and Miscellaneous		
Minnesota	\$677.70	.....	.....	\$1,023.85	.....	.....	.....	\$1,704.55
Total	\$677.70	.....	.....	\$1,023.85	.....	.....	.....	\$1,704.55

Northern Pacific Railway Company.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Northern Pacific Railway Company.
2. Date of organization? Chartered by State of Wisconsin, Mch. 15, 1870, amended Jan. 20, 1871; Mch. 6, 1871, and April 15, 1895.
3. Under laws of what Government, State, or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof. See above. Original name Superior & St. Croix R. R. Co., changed in July 1896, by resolution of stockholders and directors to Northern Pacific Railway Company.
4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Not a consolidated company.
5. Date and authority for each consolidation? See No. 4.
6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized? See No. 2.

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ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
George F. Baker.....	New York City.....	Oct. 6, 1903
W. P. Clough.....	New York City.....	Oct. 6, 1903
Edward H. Harriman.....	New York City.....	Oct. 6, 1903
Brayton Ives.....	New York City.....	Oct. 6, 1903
D. Willis James.....	New York City.....	Oct. 6, 1903
John S. Kennedy.....	New York City.....	Oct. 6, 1903
Daniel S. Lamont.....	New York City.....	Oct. 6, 1903
Charles S. Mellen.....	St. Paul, Minn.....	Oct. 6, 1903
Samuel Rea.....	Philadelphia.....	Oct. 6, 1903
William Rockefeller.....	New York City.....	Oct. 6, 1903
Samuel Spencer.....	New York City.....	Oct. 6, 1903
Charles Steele.....	New York City.....	Oct. 6, 1903
James Stillman.....	New York City.....	Oct. 6, 1903
Eben B. Thomas.....	New York City.....	Oct. 6, 1903
H. McK. Twombly.....	New York City.....	Oct. 6, 1903

Total number of stockholders at date of last election? 373.
 Date of last meeting of stockholders for election of directors? October 7th, 1902.
 Give post-office address of general office? St. Paul, Minn.
 Give post-office address of operating office? St. Paul, Minn.
 Give name and address of officer to whom correspondence regarding this report should be addressed? Henry A. Gray, Comptroller, St. Paul, Minn.

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OFFICERS.

Title.	Name.	Location of Office.
President	Charles S. Mellen.....	St. Paul, Minn.
First vice-president.....	Daniel S. Lamont.....	New York City.
Second vice-president.....	J. M. Hannaford.....	St. Paul, Minn.
Secretary	George H. Earl.....	New York City.
Treasurer	Charles A. Clark.....	St. Paul, Minn.
General counsel	Francis Lynde Stetson..	New York City.
General counsel	Charles W. Bunn.....	St. Paul, Minn.
Associate Counsel.....	Wm. Nelson Cromwell..	New York City.
Comptroller	Henry A. Gray.....	St. Paul, Minn.
General manager	Thomas Cooper.....	St. Paul, Minn.
Assistant general manager..	M. C. Kimberly.....	St. Paul, Minn.
Chief engineer—acting	E. J. Pearson.....	St. Paul, Minn.
General superintendent	F. W. Gilbert.....	St. Paul, Minn.
Asst. general superintendent.	Newman Kline.....	St. Paul, Minn.
	A. E. Law.....	Tacoma, Wash.
Division superintendents...	E. C. Blanchard	Minneapolis
	G. W. Vanderslice	Duluth
	C. J. Wilson.....	Jamestown
	Andrew Gibson.....	Glendive
	D. Boyle.....	Livingston
	B. E. Palmer.....	Missoula
	A. Beamer.....	Spokane
	W. C. Albee.....	Tacoma
	G. B. Cliff.....	Seattle
Superintendent of telegraph.	O. C. Greene.....	St. Paul, Minn.
Traffic manager	J. M. Hannaford.....	St. Paul, Minn.
General freight agent.....	J. B. Baird.....	St. Paul, Minn.
Asst. general freight agent..	Henry Blakeley.....	St. Paul, Minn.
General passenger agent....	Chas. S. Fee.....	St. Paul, Minn.
Asst. gen. passenger agent..	A. M. Cleland.....	St. Paul, Minn.
General baggage agent	W. H. Lowe.....	St. Paul, Minn.
Superintendent of express..	W. S. Hay.....	St. Paul, Minn.
Land commissioner	W. H. Phipps.....	St. Paul, Minn.

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PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad, the Operations of which are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a. Main line.
 - b. Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon the earnings or other considerations.
5. Line operated under Trackage Rights.

NAME—	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
1. a Main Line.....	Wisconsin State Line	N. Dak. State Line	237.15	571.33
	Duluth Junction	Wis. State Line	1.64	
	St. Paul	Duluth	152.08	
	St. Paul	Staples & Brainerd	180.21	
	Duluth Union Depot Tracks .....		.25	
	West Superior Junction	Wis. State Line	2.01	
	West Superior Junction	Fond du Lac	8.82	
	Carlton	Cloquet	7.00	
	Rush City	Wis. State Line	5.08	
	Groningen		4.27	
	Wyoming	Banning	20.52	
	White Bear	Taylor's Falls	12.74	
	Little Falls	Stillwater	87.94	
	Wadena Junction	Morris	74.97	
	Winnipeg Junction	N. Dak. State Line	96.45	
	Fertile	Carthage	54.98	
	Key West	Sherack	6.01	
	Minneapolis	White Bear	13.07	
	Main Line Spurs		44.77	
	Branch Line Spurs		13.09	
	One-half of spurs shown below .....		.83	
				451.65
b Branches and Spurs—				
	West Superior Branch			
	Fond du Lac Branch			
	Cloquet Branch			
	Granitsburg Branch			
	Miller Branch			
	Taylor's Falls Branch			
	Stillwater Branch			
	Little Falls Branch			
	Fergus Falls Branch			
	Red River Branch			
	Red Lake Falls Branch			
	Keystone Branch			
	Minneapolis Branch			

PROPERTY OPERATED—STATE OF MINNESOTA—Continued.

NAME—	TERMINALS		Miles of Line for Each Class of Roads Named
	From	To	
5. St. Paul Union Depot Co.	In St. Paul .....	.....	56
Minn. & St. Louis R. R.	In Minneapolis .....	.....	1.62
Great Northern Ry.	St. Paul	Minneapolis	10.23
Tracts owned jointly in Duluth	12.40
Leas one-half shown above	1.65
Total83
			1036.20

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PROPERTY OPERATED.

1. a Northern Pacific Ry.	Ashland, Wis.	Wallula Jct., Wash.	1737.77
	Pasco Jct., Wash.	Tacoma, Wash.	250.37
	Tacoma, Wash.	Portland, Or.	144.63
	Wallbridge, Wis.	State Line, Minn.	3.40
	Duluth Union Depot Line	Duluth .....	.25
	St. Paul	So. Superior	152.08
	Duluth	Staples	7.70
	St. Paul	Brainerd	139.78
	Little Falls	Minneapolis	32.31
	Lines in St. Paul & Minneapolis	Butte, Mont.	71.42
	Logan	Sumas	143.26
	Auburn .....	.....	1.96
	23d St. Line in Tacoma .....	.....	2898.04
1. Branch Lines	Iron River, Wis.	Washburn, Wis.	33.78
	West Superior Jn., Wis.	West Superior, Wis.	3.42
	West Superior Jn., Wis.	Fon du Lac, Minn.	8.93
	Carlton, Minn.	Cloquet, Minn.	7.00
	Rush City, Minn.	Granatsburg, Wis.	17.08
	Groningen, Minn.	Danburg, Minn.	4.37
	Wyoming, Minn.	Taylor's Falls, Minn.	20.53
	White Bear, Minn.	Stillwater, Minn.	12.74

Minneapolis, Minn.	White Bear, Minn.	13.07
Little Falls, Minn.	Morris, Minn.	37.94
Wadena Jct., Minn.	Oakes, N. D.	140.50
Winnipeg Jct., Minn.	Pembina, N. D.	191.89
Fertile, Minn.	Carthage, Minn.	64.98
Key West, Minn.	Sherack, Minn.	6.01
Fairview Jct., N. D.	Bayne, N. D.	13.79
Fargo, N. D.	Edgeley, N. D.	108.71
Casselton, N. D.	Marion, N. D.	80.18
Jamestown, N. D.	LaMoure, N. D.	48.55
Oakes Jct., N. D.	Oakes, N. D.	15.20
Jamestown, N. D.	McHenry, N. D.	62.88
Carrington, N. D.	Leeds, N. D.	107.65
Oberon, N. D.	Denhoff, N. D.	64.49
Laurel, Mont.	Rhodes, N. D.	23.07
Selesia, Mont.	Red Lodge, Mont.	44.37
Livingston, Mont.	Bridge, Mont.	19.44
Coal Spur, Mont.	Gardiner, Mont.	54.31
Whitehall, Mont.	Cokedale, Mont.	3.62
Sappington, Mont.	Alder & Parrot, Mont.	47.33
Harrison, Mont.	Norris, Mont.	20.93
Prickly Pear Jct., Mont.	Pony, Mont.	7.09
Jefferson, Mont.	Calvin via M. C. Ry., Mont.	34.53
Boulder, Mont.	Wicks, Mont.	5.88
Helena, Mont.	Elkhorn, Mont.	90.11
Clough Jct., Mont.	Rimmi, Mont.	16.51
Drummond, Mont.	Marysville, Mont.	19.51
Missoula, Mont.	Runsey, Mont.	32.16
De Smet, Mont.	Charles, Mont.	32.12
Wallace, Idaho	Wallace, Idaho	58.41
Wallace, Idaho	Burket, Idaho	18.35
Hause, Jct. Idaho	Sunset, Idaho	5.88
Marshall Jct., Wash.	Coeur d'Alene, Idaho	15.36
Potlatch, Idaho	Keweenaw, Idaho	183.76
Fullam Jct., Wash.	Korsetta, Idaho	62.89
Lapwai, Idaho	Cenesees, Idaho	27.52
Celatum, Wash.	Cul de Sac, Idaho	1.96
Palmer Jct., Wash.	Farmington, Wash.	5.94
Kanaskat, Wash.	Ronald, Wash.	6.51
Cascade Jct., Wash.	Meeker Jct., Wash.	33.56
Crocker, Wash.	Kind of Track, Wash.	14.79
Oting, Wash.	Pittsburg, Wash.	3.63
Wodenville, Wash.	Wilkeson & Fairfax, Wash.	16.81
Snohomish, Wash.	Douy, Wash.	5.44
Lakeview, Wash.	Fuyallup, Wash.	7.64
Gale, Wash.	Sallal Prairie, Wash.	37.51
Elma, Wash.	Liverett, Wash.	11.44
Aberdeen Jct., Wash.	Centralla, Wash.	56.43
	Ocosta, Wash.	53.29
	Simpson, Wash.	9.99
	Hoquiam, Wash.	6.84

PROPERTY OPERATED—Continued.

NAME—	TERMINALS		Miles of Line for Each Class of Roads Named
	From	To	
Branch Lines—			
	Cosmopolis Jct. Wash.	Cosmopolis, Wash.	1.81
	Chehalis, Wash.	South Bend, Wash.	56.83
	Black River Jct. Wash.	Kirkland Jct. Wash.	11.23
	Medical Lake, Wash.	Davenport, Wash.	16.23
	Arlington, Wash.	Darrington, Wash.	23.08
Total			2233.74
	Branch Line Spurs to Industries		101.24
	Main Line Spurs to Industries..		147.10
			2512.08
	½ of joint spurs shown below..		1.36
			2513.44
2. Montana Railway	Butte Hill, Mont.	Anaconda	6.80
	Stuart		11.80
3. Montana Union Railway	Garrison	Butte Hill	66.77
Washington Central Railway	Cheney	Coutee City	109.87
			176.64
5. St. Paul Union Depot Co.	In St. Paul	Minneapolis	56
Great Northern Ry.	St. Paul		10.22
Wisconsin Central Ry.	In Portland		.33
Nor. Pac. Terminal Co.	In Ashland		.32
Minn & St. Louis R. R.	In Minneapolis		1.62
Montana Central Ry.	Wickes	Boulder	4.81
			18.46
Tracks owned jointly with—			
C. St. P. M. & O. Ry.	In Duluth and Superior...		2.72
	Less one-half shown above...		1.36
Total mileage operated			5426.23

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CAPITAL STOCK.

DESCRIPTION—	Number of Shares Authorized	Par Value of Shares	Total Par Value Authorized	Total Am't Issued and Outstanding	Dividends Declared During Year	
					Rate Per Cent	Amount
Capital stock.....	1,550,000	\$100.00	\$155,000,000	\$155,000,000	.....	10,074,943.50
Common.....						
Preferred.....						
Total.....	1,550,000	\$100.00	\$155,000,000	\$155,000,000	.....	10,074,943.50

MANNER OF PAYMENT FOR CAPITAL STOCK.

	Number of Shares Issued during year.	Cash Realized on Amount Issued during Year	Total No. Shares Issued and Outstanding.	Total Cash Realized.
Issued for cash:—				
Common.....				
Preferred.....				
Issued for construction:—				
Common.....				
Preferred.....				
Issued for reorganization:—				
Common.....				
Preferred.....				
Issued for purchase of N. P. R. R. Co's. property.....			1,550,000	\$155,000,000
Total.....				

FUNDED DEBT.

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Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

CLASS OF BOND OR OBLIGATION.	TIME		Amount of Authorized Issue	Amount Issued	Amount Outstanding	Cash Realized on Amount Issued	INTEREST			
	Date of Issue	When Due					Rate Pr. Ct.	When Payable	Amt. Accrued During Year	Amount Paid During Year
St. P. & N. P. Ry.— General mortgage	1883	1923	.....	.....	\$3,021,000.00	/	.....	6 F. & A.	\$481,280.00	\$481,386.00
West. R. R. of Minn. mortgage	1877	1904	.....	.....	352,000.00	.....	.....	7 M. & N.	24,640.00	24,600.00
Nor. Pac. Ry. Co.— Prior lien	1897	1997	\$130,000,000.00	.....	101,892,500.00	.....	.....	4 J. & A.	4,042,230.00	4,034,080.00
General lien	1897	1947	60,000,000.00	.....	60,000,000.00	.....	.....	3 F. & O.	1,790,000.00	1,772,406.00
St. P. & D. Div. mortgage	1900	1997	20,000,000.00	.....	8,256,000.00	.....	.....	4 A. & N.	319,306.66	320,780.00
St. Paul & Duluth R. R. Co.— First consol. mortgage	1898	1968	5,000,000.00	.....	1,000,000.00	.....	.....	4 J. & D.	40,000.00	40,700.00
First mortgage	1891	1931	1,000,000.00	.....	1,000,000.00	.....	.....	5 F. & A.	50,000.00	50,450.00
Second mortgage	1887	1917	2,000,000.00	.....	2,000,000.00	.....	.....	5 A. & O.	100,000.00	100,375.00
Taylor Falls & L. Sup. R. R.— First mortgage	1884	1914	210,000.00	.....	210,000.00	.....	.....	6 J. & J.	12,600.00	12,600.00
Duluth Short Line— First mortgage	1886	1916	500,000.00	.....	500,000.00	.....	.....	5 M. & S.	25,000.00	24,750.00
Minneapolis & Duluth R. R.— First mortgage	1877	1907	.....	.....	280,000.00	.....	.....	7 M. & N.	19,600.00	19,519.50
N. P.-G. N. Joint C. B. & Q.— Collateral 4 per cent Bonds....	1901	1921	222,285,600.00	215,180,000.00 N. P. Ry. prop.	.....	Issued in ex. CB&Q stock	.....	4 J. & A.	Interest paid by C. B. & Q. R. Co.	.....
Mortgage bonds	.....	.....	.....	.....	\$183,511,500.00	.....	.....	.....	\$8,904,686.66	\$8,881,664.50
Miscellaneous obligations	107,590,000.00
Grand total	\$291,101,500.00	\$8,904,686.66	\$8,881,664.50

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FUNDED DEBT—Continued.

Equipment Trust Obligations.

A. General Statement.

Series or Other Designation	Date of Issue	Term	Number of Payments	Equipment Covered	Remarks
St. Paul & Duluth R. R. Co., car trust, series A—F, L. Helm, trustee.....	Aug. 15, 1935 years	60 months	200 box cars.....	} Until full payment is made and all obligations on the part of the R. R. are complied with, the title to the equipment remains in the trustee.	
Car and locomotive trust, series B—G. H. Church, trustee.....	June 15, 1939 years	18 semi-an.	300 box cars.....		
Locomotive trust, series C.....	June 15, 1939 years ...	18 semi-an.	3 locomotives.....		

B. Statement of Amount.

Series or Other Designation	Cash Paid on Delivery of Equipment	Deferred Payments—Principal		Deferred Payments—Interest.			
		Original Amount	Amount Outstanding	Amount Outstanding	Amount accrued During Year	Amount Paid During Year	Rate
Car trust, series A.....	\$16,380.00	\$103,094.00	\$5,254.90	} computed	} with the	} principal.	}
Car and locomotive trust, series B.....	24,084.00	290,093.36	147,790.90				
Locomotive trust, series C.....	3,649.50	43,867.26	24,632.82				
Total	\$44,113.50	\$439,159.62	\$177,677.92				

(Page 23.) RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT —	Amount Issued	Amount Outstanding	INTEREST	
			Amount Accrued during Year	Amount Paid during Year
Mortgage bonds—Page 19				
Miscellaneous obligations—page 19		\$183,511,500.00	\$6,904,686.66	\$6,881,664.50
Income bonds—page 19		107,390,000.00		
Equipment trust obligations—page 21		177,677.32		
Total		\$291,279,177.32	\$6,904,686.66	\$6,881,664.50

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities ⁴ .		Current Liabilities Accrued to and Including June 30, 1903	
Cash	\$8,023,620.46	Receiver's certificates	
Notes receivable	83,348.73	Loans and bills payable	
Due from agents	993,197.12	Audited vouchers and accounts	\$2,242,491.59
Due from solvent companies and individuals	3,811,612.32	Wages and salaries	1,504,768.66
Net franc balances due from other companies	613,077.28	Net franc balances due to other companies	2,327,014.50
Other cash assets (excluding "Materials and Supplies")		Dividends not called for	1,494,480.75
		Matured interest coupons unpaid (inc. coupons due July 1)	682,038.66
		Taxes accrued	1,232,119.34
		Ke erve funds	
Total—Cash and current assets	\$13,566,854.56	Total—Current liabilities	\$9,462,840.89
Balance—Current liabilities		Balance—Cash assets	4,104,003.67
Total	\$13,566,854.56	Total	\$13,566,854.56

⁴Materials and supplies on hand, \$3,460,460.61.

(See General Balance Sheet—page 49.)

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RECAPITULATION.

A. For Mileage owned by Road making this Report.

ACCOUNT—	Total Amount Outstanding	APPORTIONMENT		AMOUNT PER MILE OF LINE	
		To Railroads	To Other Properties	Miles	Amount
Capital stock—page 17.....	\$155,000,000.00	\$155,000,000.00	.....	5,567.06	\$27,842
Bonds—page 19 (grand total).....	183,511,500.00	183,511,500.00	.....	5,567.06	32,964
N. P. & G. N. bonds.....	107,590,000.00	107,590,000.00	.....	5,567.06	32
Equipment trust obligations—page 21.....	177,677.52	177,677.52	.....	5,567.06	32
Total.....	.....	\$446,279,177.52	.....	5,567.06	\$90,838

B. For Mileage Operated by Road making this Report (Trackage Rights excluded), the Operations of Which are Included in the Income Account—Page 31.

NAME OF ROAD—	Capital Stock	Funded Debt	Total	AMOUNT PER MILE OF LINE	
				Miles	Amount
Northern Pacific Railway Co.	\$155,000,000.00	\$183,690,177.52	\$338,690,177.52	5,567.06	90,838
Washington Central Railway Co.	1,000,000.00	1,588,000.00	2,588,000.00	109.87	23.100
Grand Total .....	.....	.....	.....	.....	.....

(Page 27.) COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM —	Expenditures During Year			Total Cost to June 30, 1902	Total Cost to June 30, 1903	Cost Per Mile
	Included in Operating Expenses	Not Included in Operating Expenses				
		Charged to Income Account as Permanent Improvements	Charged to Construction or Equipment			
CONSTRUCTION:						
Engineering				\$105,093.49		
Right of way and station grounds				67,843.47		
Real estate				362,754.67		
Grading				381,540.94		
Tunnels		
Bridges, trestles, and culverts				95,949.82		
Ties				37,451.42		
Rails				56,152.58		
Track fastenings				16,188.01		
Frogs and switches				1,826.50		
Ballast				35,290.79		
Track laying and surfacing				28,516.51		
Fencing right of way				7,335.73		
Crossings, cattle guards, and signs				1,176.74		
Interlocking or signal apparatus		
Telegraph lines				4,942.60		
Station buildings and fixtures				15,393.08		
Shops, roundhouse, and turntables		
Shop machinery and tools		
Water stations				3,423.74		
Fuel stations				56.70		
Other items				50,076.33		
Storage warehouses		
Purchase of constructed road				2,991,770.91		
Bal discount on sale and exch of securities				1,041,308.20		
Electric motive power plants		
Gas Making Plants		
Miscellaneous structures				4,431.18		
Net proceeds of Land Department				*6,547,219.91		
Miscellaneous Credits				*119,503.48		
General expenses		
Total construction		\$3,000,000.00	\$ 1,356,390.89	\$287,210,640.36	\$385,854,349.47	
			Charged to income for permanent improvements.		It is impracticable to give cost by classification.	In as much as the property purchased at foreclosure embraced nearly 31,000,000 acres of land, it would be manifestly misleading to figure cost per mile on amount shown.

It is impracticable to give cost by classification.

In as much as the property purchased at foreclosure embraced nearly 31,000,000 acres of land, it would be manifestly misleading to figure cost per mile on amount shown.

Only ordinary maintenance of property charged to operating expenses.

Charged to income for permanent improvements.

*Deduct. \$

(Page 29.) COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS—Continued.

ITEM—	Expenditures During Year				Total Cost to June 30, 1902	Total Cost to June 30, 1903	Cost per Mile
	Included in Operating Expenses	Not Included in Operating Expenses		Charged to Construction or as Permanent Equipment			
		Charged to Income Account as Permanent Improvements					
EQUIPMENT:							
Locomotives				\$1,804,820.28			
Passenger cars				127,040.53			
Sleeping, parlor, and dining cars				160,885.10			
Baggage, express, and postal cars				96,410.14			
Combination cars							
Freight cars	\$32,424.72			1,745,848.51			
Others cars of all classes							
Floating equipment							
Total equipment	\$32,424.72			\$3,924,289.51	\$24,738,772.18	\$38,653,071.69	
Total construction—page 27		\$3,000,000.00		\$1,356,280.89	287,210,640.86	385,854,249.47	
Grand total cost construction, equipment, etc	\$32,424.72	\$3,000,000.00		\$2,568,008.63	\$314,939,412.54	\$314,507,421.16	
Total cost construction, equipment, etc.—State of Minnesota							

*Deduct.

Does the absence of any entry under the heading "Included in Operating Expenses" (page 27 or 29) mean that no expenditures for permanent improvements or betterments have been charged to operating expense accounts? See page 27.

Do the amounts entered under the heading "Included in Operating Expenses" (page 27 or 29) cover all expenditures for permanent improvements or betterments charged to operating expense accounts? Yes.

(Page 31.)

INCOME ACCOUNT.

For Roads Making Operating Reports.

Gross earnings from operation—page 35.....	\$46,161,150.20	
Less operating expenses—page 45.....	24,076,188.22	
Income from operation		\$22,085,011.98
Dividends on stocks owned—page 37.....	\$324,589.04	
Interest on bonds owned—page 39.....	812,961.95	
Income from other sources		\$1,187,550.99
Total income		\$23,222,562.97
Deductions from Income:		
Interest on funded debt accrued—page 23.....	\$6,904,696.66	
Rents paid for lease of road—page 47, A.....	150,543.00	
Taxes—page 79, A.....	1,421,433.68	
Permanent improvements—page 29.....	3,000,000.00	
Total deductions from income		\$11,476,673.29
Net income		\$11,745,889.68
Dividends, 6½ per cent, common stock—page 17.....	\$10,074,943.50	
Total		\$10,074,943.50
Surplus from operations of year ending June 30, 1903..		\$1,670,946.18
Surplus on June 30, 1902 (from "General Balance Sheet," 1902 report).....		\$8,054,709.57
Surplus on June 30, 1903 (For entry on "General Balance Sheet," page 51)		\$9,725,655.75

NORTHERN PACIFIC RAILWAY COMPANY.

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EARNINGS FROM OPERATION—STATE OF MINNESOTA.

(Page 35.)

ITEM.	Gross Earnings from Business Originating and Terminating in State of Minnesota	Deductions Account of Repayments, etc.	Actual Earnings	Gross Earnings from Business Originating and Terminating in State of Minnesota, Divided on Straight Mileage Basis	Deductions Account of Repayments, etc.	Actual Earnings	Total Gross Earnings, Including Local and Inter-state Business, According to State of Minnesota
PASSENGER—							
Passenger revenue	\$84,545.90			\$1,357,561.87			
Less repayments—							
Tickets redeemed		\$2,322.55			\$9,375.10		
Excess fares refunded		2,535.16			\$9,832.67		
Other repayments		\$4,904.71			\$19,227.77		
Total deductions						\$1,353,331.10	\$2,317,975.29
Total passenger revenue			\$979,841.19				
MAIL							
Mail			180,247.50				180,247.50
Express			63,019.15			90,830.47	153,849.62
Extra baggage and storage			\$42.81			\$4,179.23	\$4,722.04
OTHER ITEMS—							
Sleeping Cars	Cannot apportion.		44,894.98			859.17	44,894.98
Special Trains			1,357.18				2,216.35
Weighing Machines			42.49				42.45
Total passenger earnings			\$1,271,744.64			\$1,464,202.97	\$2,735,947.61
FREIGHT—							
Freight revenue	\$2,787,777.30			\$5,796,420.02			
Less repayments—							
Overcharge to shippers		\$28,890.87			\$30,465.18		
Other repayments							
Total deductions		\$28,890.87			\$30,465.18		
Total freight revenue			\$2,758,886.43			\$5,765,954.84	\$8,524,841.27
STOCK YARDS							
Stock Yards							
Elevators							
Other items			18,451.94				18,451.94
Total freight earnings			\$2,777,338.37			\$5,765,954.84	\$8,543,293.21
Total passenger and freight earnings			\$4,049,083.01			\$7,230,157.81	\$11,279,240.92

(Page 35.) EARNINGS FROM OPERATION—STATE OF MINNESOTA—Continued.

ITEM.	Gross Earnings from Business Originating and Terminating in State of Minnesota	Deductions Account of Repayments, etc.	Actual Earnings	Gross Earnings from Interstate Business Accruing to State of Minnesota, Divided on Straight Mileage Basis	Deductions Account of Repayments, etc.	Actual Earnings	Total Gross Earnings, Including Local and Interstate Business Accruing to State of Minnesota
OTHER EARNINGS FROM OPERATION—							
Switching charges—Bal			\$236,890.24				\$236,890.24
Car Mileage—Balance			8,304.48				8,304.48
Hire of equipment—balance							
Telegraph Companies			3,909.19				3,909.19
Rents from Tracks, Yards and Terminals			183,367.00				183,367.00
Rents not otherwise provided for			33,668.35				33,668.35
Other sources—							
Dining cars	Cannot report on.		235.61				
Observation cars			7,719.42				
Newspaper sales			437.50				
Tolls St. Louis river bridge			5,590.38				
Total other earnings			\$474,582.17				\$474,582.17
Total gross earnings from operation—Minnesota	(Local and interstate		\$4,523,665.18			\$7,230,157.81	\$11,753,822.99
Total gross earnings from operation—Entire line							\$46,161,150.20

(Page 37.)

STOCKS OWNED.

A. Railway Stocks.

NAME—	Total Par Value.	Rate, Per Ct.	Income or Dividend Received.	Valuation.
Clearwater Short Line Ry Co.	\$2,140,600	.....	.....	\$2,140,600.00
Wash. & Col. Riv. Ry. Co.	3,000,000	.....	.....	1.00
Wash. Central Ry. Co.	1,000,000	.....	.....	1.00
L. Sup. Terminal & Trans. Ry. Co.	31,400	.....	.....	1.00
Wash. & Oregon Ry. Co.	260,000	.....	.....	262,181.75
Portland, Vanc. & Yakima Ry. Co.	200,000	.....	.....	105,591.42
Total .....	.....	.....	.....	\$2,508,376.17

B. Other Stocks.

Northwestern Improvement Co.	\$2,775,000	.....	.....	\$2,775,000.00
St. Paul Union Depot Co.	58,250	.....	.....	58,250.00
Total .....	.....	.....	.....	\$2,831,250.00
Grand Total—A and B .....	.....	.....	.....	\$5,339,626.17

(Page 39.)

BONDS OWNED.

A. Railway Bonds.

NAME—	Total Par Value	Rate Per Ct.	Income or Interest Received.	Valuation.
N. P. Ry., St. Paul-Duluth division	\$331,000.00	.....	.....	\$331,000.00
Portland, Vanc. & Yakima Ry. Co.	77,000.00	.....	.....	81,445.74
Total .....	.....	.....	.....	\$412,445.74

B. Other Bonds.

Northwestern Improvement Co.	\$7,000,000.00	4	\$280,000.00	\$7,000,000.00
Wash. & Oregon Ry. Co., notes.....	728,458.80	6	30,785.73	728,458.80
Portland, Vanc. & Yakima Ry. Co., notes.	389,763.01	4	15,833.31	347,515.51
Total .....	.....	.....	\$324,589.04	\$8,075,974.11
Grand total—A and B.....	.....	.....	\$324,589.04	\$8,488,419.85

(Page 41.)

RENTALS RECEIVED.

Rents Received from Lease of Tracks, Yards, and Terminals.

Designation of Property	Situation of Property	Company Using Property	Item	Totals
Tr'ks. & Term'ls...	Iron River, Wis.	Bay'd & W.R.R.	\$ 1,195.05	
	W. Superior, Wis.	C. St. P. M. & O. Ry.	703.20	
	Duluth-W. Superior.	Dul. S. S. & Atl. Ry.	7,055.00	
	W. Superior.	L. S. Term. & T. Ry.	300.00	
	Duluth.	Dul. & Iron R. R.R.	1,890.00	
	Duluth.	Dul. Mis. & N. Ry.	2,735.23	
	Cloquet.	East'n Ry. of Minn.	174.98	
	St. Paul-M'polis.	Chi. Gt. Wstn. Ry.	37,952.33	
	St. Paul-M'polis.	Minn. & St. L. R. R.	53,349.91	
	St. Paul-M'polis.	M. St. P. & S. S. M. Ry.	57,552.40	
	St. Paul-M'polis.	Wis. Cent. Ry.	14,143.53	
	Stillwater.	C. St. P. & O. Ry.	1,100.00	
	Stillwater.	C. M. & St. P. Ry.	990.00	
	Fergus Falls.	Gt. Northern Ry.	9,555.00	
	Pembina.	Can. Nthn. Ry.	1,207.96	
	Anaconda.	Butte, Anac. & P. Ry.	60.00	
	Billings.	Chi. Bur. & Q. Ry.	14,961.53	
	Silver Bow.	Ore. Short Line	17,084.74	
	Butte.	Mont. Cent. Ry.	270.00	
	Spokane-Seattle.	Gt. Nthn. Ry.	11,649.74	
	Seattle-Everett.	Monte Cristo Ry.	11,237.40	
	Seattle.	Col. P. Sd. Ry.	627.92	
	Portland-Goble.	Astoria & C.R. R.R.	24,838.44	
Grand Total.....				\$ 270,682.42

MISCELLANEOUS INCOME.

ITEM.	Gross Income.	Less Expenses.	Net Miscellaneous Income.
Rentals from leased property			\$ 254,058.63
Interest on bank balances & sundry accts.			245,996.90
Interest on securities held by trustee of prior lien mortgage as part of N. P. estate.			301,310.54
Net receipts from stock yards			1,502.40
Net receipts from Oper. Dept. Lands			2,550.53
Unclaimed Wages, 3 years old			5,572.94
Total			\$ 812,961.95

(Page 43.)

OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

Repairs of Roadway	\$8,915,931.28
Renewals of rails	290,518.73
Renewals of ties	660,989.79
Repairs and Renewals of Bridges and Culverts	1,118,736.19
Repairs and Renewals of Fences, Road Crossings, Signs and Cattle Guards	140,242.01
Repairs and Renewals of Buildings and Fixtures	779,603.89
Repairs and renewals of docks and wharves	82,157.48
Repairs and renewals of telegraph	49,615.54
Stationery and printing	4,379.37
Total	\$7,037,164.23

MAINTENANCE OF EQUIPMENT.

Superintendence	\$71,930.90
Repairs and Renewals of Locomotives	1,668,851.27
Repairs and renewals of passenger cars	420,858.46
Repairs and Renewals of Freight Cars	1,623,149.63
Repairs and renewals of work cars	83,458.51
Repairs and renewals of marine equipment	5,782.27
Repairs and renewals of shop machinery and tools	100,690.62
Stationery and printing	2,974.33
Other expenses	13,796.29
Total	\$3,991,472.28

CONDUCTING TRANSPORTATION.

Superintendence	\$362,765.92
Engine and Roundhouse Men	2,373,473.82
Fuel for Locomotives	2,951,877.63
Water Supply for Locomotives	181,037.44
Oil, Tallow, and Waste for Locomotives	81,303.88
Other Supplies for Locomotives	44,859.81
Train Service	1,543,614.49
Train supplies and expenses	367,223.29
Switchmen, flagmen, and watchmen	657,344.75
Telegraph expenses	508,495.68
Station service	1,353,133.99
Station supplies	130,466.07
Hire of Equipment—Balance	222.00
Loss and Damage	358,600.76
Injuries to persons	331,778.78
Clearing Wrecks	78,004.56
Operating marine equipment	41,364.36
Advertising	104,553.73
Outside Agencies	269,508.46
Rents for Tracks, Yards, and Terminals—Page 47, B.	861,079.16
Rents of buildings and other property	3,210.66
Stationery and printing	98,419.90
Other expenses	20,696.38
Total	\$12,172,890.47

GENERAL EXPENSES.

Salaries of general officers	\$200,216.97
Salaries of Clerks and Attendants	288,736.79
General Office Expenses and Supplies	41,368.70
Insurance	100,799.60
Law expenses	184,311.78
Stationery and Printing (General Officers)	40,937.58
Other expenses	118,239.82
Total	\$874,611.24

RECAPITULATION OF EXPENSES.

Maintenance of Way and Structures	\$7,037,164.23
Maintenance of Equipment	3,991,472.28
Conducting Transportation	12,172,890.47
General Expenses	874,611.24
Grand total	\$24,076,138.22

Percentage of Expenses to Earnings—Entire Line 52.16

OPERATING EXPENSES—STATE OF MINNESOTA

Maintenance of Way and Structures	\$1,279,359.52
Maintenance of Equipment	804,740.90
Conducting Transportation	3,131,440.34
General Expenses	195,261.51
Total	\$5,410,802.27

Percentage of expenses to earnings—Minnesota 46.03

(Page 47.)

RENTALS PAID.

A. Rents Paid for Lease of Road.

NAME OF ROAD—	Interest on Bonds Guaranteed	Dividends on Stock Guaranteed	Cash	Total
Washington Central Railway	\$ 61,520.00	.....	.....	\$ 61,520.00
Oregon Short Line .....	.....	.....	\$ 51,331.86	51,331.86
Minneapolis & St. Louis R. R. ....	.....	.....	8,617.44	8,617.44
Great Northern Railway .....	.....	.....	29,073.70	29,073.70
Total Rents—A	\$ 61,520.00	.....	\$ 89,023.00	\$ 150,543.00

B. Rents Paid for Lease of Tracks, Yards, and Terminals.

Designation of Property	Situation of Property Leased	Name of Company Owning Property Leased	Item	Total
Tracks.....	W. Superior	L. Sup. T. & T. Ry.	\$ 300.00	.....
Tracks.....	Minneapolis	Minneapolis & St. Louis R. R.	3,583.78	.....
Tracks.....	St. Anthony Park	Chicago Great Western Railway	414.34	.....
Tracks.....	St. Paul	Great Northern Railway	\$41.63	.....
Tracks.....	St. Paul-Minneapolis	Chi. M. & St. P.	1,980.15	.....
Tracks.....	St. Paul	Great Northern Railway	5,000.00	.....
Tracks.....	St. Paul	Chi. St. P. M. & O. Railway	193.55	.....
Tracks.....	St. Paul	Chi. St. P. & O. Railway	509.27	.....
Tracks.....	Boulder-Alhambra	Mont. Centrl. Ry.	3,670.00	.....
Tracks.....	Seattle	Great Northern Railway	354.88	.....
Terminals.....	W. Superior	L. S. T. & T. Ry.	\$21,241.49	\$ 16,347.60
Terminals.....	Terminals	Chi. & N. W. Ry.	3,219.13	.....
Terminals.....	Ashland	Chi. St. P. M. & O. Ry.	1,182.42	.....
Terminals.....	Ashland	Wisconsin Central Railway	28,432.62	.....
Terminals.....	Duluth	Duluth Union Depot Co.	8,831.50	.....
Terminals.....	Duluth	Chi. Mil. & St. P. Ry.	8,831.52	.....
Terminals.....	Minneapolis	Minneapolis Union Depot Co.	41,712.14	.....
Terminals.....	Minn. Transfer	Minn. Trans. Ry.	114,127.66	.....
Terminals.....	St. Paul	St. Paul Union Depot Co.	33,691.88	.....
Terminals.....	Portland	N. P. Terminal Co.	128,016.82	.....
				378,677.78
				\$ 395,025.38
				33,946.22
				\$ 361,079.16
Less Amount collected from other companies for their proportion of expenses of St. P. & Mpls. term. fac't's.				
Grand Total—Rents B.				

COMPARATIVE GENERAL BALANCE SHEET.

(Page 49.)

JUNE 30, 1902		ASSETS—	JUNE 30, 1903		YEAR ENDING JUNE 30, 1903	
Item	Tot. l		Item	Total	Increase	Decrease
.....	\$237,210,640.86	Cost of road—page 27 .....	.....	\$285,854,849.47	.....	\$1,350,290.80
.....	24,728,772.18	Cost of equipment—page 29 .....	.....	28,653,071.69	3,924,299.51	.....
.....	5,072,893.56	Stocks owned—page 37 .....	.....	5,338,626.17	266,732.61	.....
.....	7,702,000	Bonds owned—page 39 .....	.....	8,438,419.85	736,419.85	.....
.....	.....	Other permanent investments .....	.....	.....	.....	.....
.....	593,648.88	Insurance Fund Assets .....	.....	596,803.98	3,155.10	.....
.....	2,475,326.15	Securities in hands of Trustee of St. Paul-Duluth	.....	2,047,140.28	.....	428,185.87
.....	108,073,509.78	Div. Mgt. as collateral .....	.....	109,091,809.76	13,800.00	.....
.....	.....	Securities in hands of Trustee of N. P.-G. N. Joint	.....	.....	.....	.....
.....	.....	Bonds, held as collateral .....	.....	.....	.....	.....
.....	.....	Lands owned .....	.....	.....	.....	.....
.....	5,153,209.65	Land Dept. Current Assets .....	.....	5,531,554.40	378,344.75	.....
.....	12,444,424.54	Cash and current assets—page 23 .....	.....	13,566,854.56	1,122,430.02	.....
.....	69,923.70	Betterment and Enlgt. Fund Assets .....	.....	1,403,628.70	1,333,705.00	.....
.....	.....	Other Assets— .....	.....	.....	.....	.....
.....	.....	Equipment trusts .....	.....	.....	.....	.....
.....	2,643,318.10	Materials and supplies .....	.....	3,480,490.61	817,242.51	.....
.....	841,455.29	Sinking fund, ash .....	.....	2,665,912.23	1,824,456.94	.....
.....	.....	Sundries .....	.....	.....	.....	.....
.....	30,453.06	Materials and Supplies Leased .....	.....	30,453.06	.....	.....
.....	.....	Profit and loss—page 31 (or 33) .....	.....	.....	.....	.....
.....	\$458,044,975.23	Grand total .....	.....	\$466,739,584.76	\$8,684,609.53	.....

COMPARATIVE GENERAL BALANCE SHEET.

(Page 51.)

JUNE 30, 1902		JUNE 30, 1903		YEAR ENDING JUNE 30, 1903	
Item	Total	LIABILITIES—		Increase	Decrease
		Item	Total		
Capital stock—page 17	\$155,000 000	Capital stock—page 17	\$155,000 000		
Funded debt—page 23	177,221,238.40	Funded debt—page 23	183,689,177.52	\$6,467,944.12	
Current liabilities—page 23	8,962,213.78	Current liabilities—page 23	9,462,849.89	500,636.11	
Real estate mortgages	531,658.34	Real estate mortgages	551,135	19,476.66	
Accrued interest on funded debt not yet payable.	103,811.20	Accrued interest on funded debt not yet payable.	113,969.92	10,151.86	
Liquidation Fund	598,848.88	Liquidation Fund	£96,803.98	2,955.10	
Insurance Fund	107,577 200	Insurance Fund	107,590 000	12 800	
N. P.-G. N. Joint Bonds and Scrip	8 054,709.57	N. P.-G. N. Joint Bonds and Scrip	9,725 655.75	1,670 946.18	
Profit and loss—page 31 (or 33)		Profit and loss—page 31 (or 33)			
Grand total	458,014 675.23	Grand total	\$160,739,584.76	\$8,684,909.53	

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IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 9. All other important financial changes.

1. Increase Gt. Northern tracks leased	10.22	
Increase Sundry corrections in measurement	1.00	
		11.22
2. Decrease C. M. & St. P. Ry. tracks abandoned .....		.57
4. Surrendered lease with C. M. & St. P. Ry. for use of tracks in Minneapolis. Agreement with Gt. Northern Ry. for use of tracks St. Paul to Minneapolis.		
7. Increase in Prior Lien Bonds	\$3,024,000.00	
Increase in General Lien Bonds	4,000,000.00	
		\$7,024,000.00
Decrease in St. Paul-Dul. Div. Bonds	501,000.00	
Decrease in Car Trust Notes	55,055.83	
		556,055.83
Net increase in Mortgage Debt		\$6,467,944.12

(Page 57.) SECURITY FOR FUNDED DEBT—Page 23.

CLASS OF BOND OR OBLIGATION—	WHAT ROAD MORTGAGED		Miles	Amount of Mortgage Per Mile of Line	What Equipment Mortgaged	What Income Merged	What Securities Mortgaged
	From	To					
St. Paul & Northern Pacific Railway Co.— Western R. R. of Minn. mortgage..... General mortgage.....	St. Paul..... Little Falls.....	Brainerd..... Staples.....	60.00 172.69	\$3,333 See note.	None. On railway land grant, real estate, franchises structures and facilities.	Land.	None.
Northern Pacific Railway Co.— Prior lien mortgage.....	St. Paul—Abland and branch lines.	Portland—Wallula.....	5567.06	See note.	Main line, branches, terminals, lands and rights to lands, equipment and other property, and all property subsequently acquired by means of the bonds to be issued under the prior lien or general lien mortgages (subject to the above mortgages.		
General lien mortgage.....	Same.....	Same.....	5567.06	See note.	Second and subordinate in lien to the prior lien mortgage, and covering the same property.		
St. Paul-Duluth div. mortgage.....	St. Paul.....	Duluth.....	223.03	See note.	All the railway and branches equipment and franchises heretofore belonging to the St. Paul & Duluth R. R. Co., and conveyed to the Northern Pacific Railway Company.		
St. Paul & Duluth R. R.— First mortgage bonds..... Second mortgage bonds..... First consolidated mortgage bonds..... Taylor Falls & Lake Superior R. R. bonds..... Duluth Short Line Ry. bonds.....	St. Paul..... Carlton..... Groningen..... Taylor Falls..... Thompson Jct.....	Duluth..... Cloquet..... Banning..... Taylor Falls..... West Superior.....	223.03	20,838	All.	All.	None.
Minneapolis & Duluth R. R. mortgage.....	E. Minneapolis.....	White Bear.....	13.07	21,423	All property on line of road.		

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EMPLOYEES AND SALARIES—STATE OF MINNESOTA.

CLASS—	Number	Total No. of Days Worked.	Total Yearly Compensation	Average Daily Compensation.
General Officers	32	11,291	\$ 216,082.33	\$19.14
Other Officers	21	6,679	62,439.96	9.60
General Office Clerks	531	189,291	406,001.20	2.14
Station Agents	115	41,887	85,942.61	2.06
Other Station Men	524	157,142	267,311.88	1.70
Enginemen	178	61,686	279,876.11	4.54
Firemen	178	61,686	156,068.00	2.53
Conductors	124	45,556	154,616.57	3.39
Other Trainmen	471	168,241	406,982.03	2.41
Machinists	350	102,385	253,536.71	2.48
Carpenters	154	50,954	120,914.00	2.37
Other Shopmen	1169	389,493	790,724.49	2.03
Section foremen	183	64,853	107,661.70	1.66
Other Trackmen	1355	308,592	499,117.44	1.62
Switchmen, Flagmen and Watchmen	134	38,396	61,781.87	1.61
Telegraph Operators and Dispatchers	121	46,728	108,808.08	2.33
Employees—Account Floating Equipment .....	.....	.....	.....	.....
All other Employees and Laborers	858	218,382	428,710.62	1.96
Total (including "General Officers")—	.....	.....	.....	.....
Minnesota	6498	1,963,240	\$ 4,406,575.60	\$2.24
Less "General Officers"	32	11,291	216,082.33	19.14
Total (excluding "General Officers")—	.....	.....	.....	.....
Minnesota	6466	1,951,949	\$ 4,190,493.27	\$2.15
DISTRIBUTION OF ABOVE:	.....	.....	.....	.....
General Administration	767	262,264	784,894.94	2.99
Maintenance of Way and Structures	2140	528,110	933,368.53	1.77
Maintenance of Equipment	1731	543,842	1,156,463.09	2.13
Conducting Transportation	1860	629,024	1,531,849.04	2.44
Total (including "General Officers")—	.....	.....	.....	.....
Minnesota	6498	1,963,240	\$ 4,406,575.60	\$2.24
Less "General Officers"	32	11,291	216,082.33	19.14
Total (excluding "General Officers")—	.....	.....	.....	.....
Minnesota	6466	1,951,949	\$ 4,190,493.27	\$2.15
Total (including "General Officers")	24688	7,410,460	\$ 16,140,332.75	\$2.18
Entire Line

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TRAFFIC AND MILEAGE STATISTICS—STATE OF MINNESOTA.

ITEM—	Column for No. Passen- gers, Tonnage, Car Mileage, No. Cars, etc.	Columns for Revenue and Rates.
		Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue...	1,642,829	.....
Number of passengers carried one mile.....	108,875,583	.....
Number of passengers carried one mile per mile of road	111,453	.....
Average distance carried, miles.....	66.15	.....
Total passenger revenue—Page 35.....		2,317,975.29
Average amount received from each passenger.....		1.41.097
Average receipts per passenger per mile.....		.02.133
Total passenger earnings—page 35.....		2,735,947.61
Passenger earnings per mile of road.....		2.905.87
Passenger earnings per train mile.....		1.53.321
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue—		
Page 33.....	5,739,837	.....
Number of tons carried one mile.....	918,271,290	.....
Average distance haul of one ton, miles.....	972,508	.....
Total freight revenue—Page 35.....	165.24	8,524,841.27
Average amount received for each ton of freight.....		1.48.546
Average receipts per ton per mile.....		.00.899
Total freight earnings—Page 35.....		8,543,293.21
Freight earnings per mile of road.....		8.761.63
Freight earnings per train mile.....		3.77.316
TOTAL TRAFFIC—		
Gross earnings from operation—Page 35.....		11,753,822.99
Gross earnings from operation per mile of road.....		12.054.21
Gross earnings from operation per train mile.....		3.06.468
Operating expenses—Page 45.....		5,410,802.27
Operating expenses per mile of road.....		5.549.08
Operating expenses per train mile.....		1.41.088
Income from operation—Page 31.....		6,343,020.72
Income from operation per mile of road.....		6.505.13
CAR MILEAGE, ETC.—		
Mileage of passenger cars.....	10,382,148	.....
Average number of passenger cars per train mile.....	5.82	.....
Average number of passengers per train mile.....	61	.....
Mileage of loaded freight cars—North or East.....	30,010,022	.....
Mileage of loaded freight cars—South or West.....	28,055,085	.....
Mileage of empty freight cars—North or East.....	7,859,717	.....
Mileage of empty freight cars—South or West.....	12,894,252	.....
Average number of freight cars per train mile.....	33.97	.....
Average number of loaded cars per train mile.....	24.76	.....
Average number of empty cars per train mile.....	9.21	.....
Average number of tons of freight per train mile.....	414.39	.....
Average number of tons of freight per loaded car mile.....	16.91	.....
Average mileage operated during year.....	975.08	.....
	Miles.	Miles.
TRAIN MILEAGE—		
Mileage of revenue passenger trains.....		1,571,027
Mileage of locomotives employed in "helping" passen- ger trains.....	1,894	.....
Percentage of "helping" to revenue train mileage, per cent.....	.12	.....
Mileage of revenue mixed trains.....		213.422
Mileage of revenue freight trains.....		2,050,801
Mileage of locomotives employed in "helping" mixed and freight trains.....	194,833	.....
Percentage of "helping" to revenue train mileage, per cent.....	8.6	.....
Total revenue train mileage.....		3,835,250
Mileage of nonrevenue trains.....		304,853

23 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 61.)

TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE.

ITEM—	Column for No. Passen- gers, Tonnage, Car Mileage, No. Cars, etc.	Columns for Revenue and Rates.
		Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue....	4,917,814	
Number of passengers carried one mile....	473,754.272	
Number of passengers carried one mile per mile of road	92.683	
Average distance carried, miles.....	96.33	
Total passenger revenue—Page 35.....		\$10,192,267.70
Average amount received from each passenger.....		2 07.252
Average receipts per passenger per mile.....		02.151
Total passenger earnings—Page 35.....		12 142,380.70
Passenger earnings per mile of road.....		2 375.47
Passenger earnings per train mile.....		1 59.852
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue— Page 63.....	12,791,717	
Number of tons carried one mile.....	3 815,942.943	
Number of tons carried one mile per mile of road.....	746.229	
Average distance haul of one ton, miles.....	295.31	
Total freight revenue—Page 35.....		32,725,987.23
Average amount received for each ton of freight.....		2 55.837
Average receipts per ton per mile.....		00.858
Total freight earnings—Page 35.....		32,827,678.95
Freight earnings per mile of road.....		6,422.22
Freight earnings per train mile.....		2 95.947
TOTAL TRAFFIC—		
Gross earnings from operation—Page 35.....		46,161,150.20
Gross earnings from operation per mile of road.....		9,030.70
Gross earnings from operation per train mile.....		2 53.371
Operating expenses—Page 45.....		24,076,138.22
Operating expenses per mile of road.....		4,710.12
Operating expenses per train mile.....		1 34.753
Income from operation—Page 31.....		22,085,011.18
Income from operation per mile of road.....		4,320.58
CAR MILEAGE, ETC.—		
Mileage of passenger cars.....	49,468,576	
Average number of passenger cars per train mile.....	6.51	
Average number of passengers per train mile.....	62	
Mileage of loaded freight cars—north or west.....	142,354,236	
Mileage of loaded freight cars—south or east.....	97,922,180	
Mileage of empty freight cars—north or west.....	25,659,766	
Mileage of empty freight cars—south or east.....	73,737,167	
Average number of freight cars per train mile.....	30.64	
Average number of loaded cars per train mile.....	21.64	
Average number of empty cars per train mile.....	8.90	
Average number of tons of freight per train mile.....	344.01	
Average number of tons of freight per loaded car mile.....	15.47	
Average mileage operated during year.....	5,111.58	
TRAIN MILEAGE—		
Mileage of revenue passenger trains.....		6,773,551
Mileage of locomotives employed in "helping" passen- ger trains.....	251,785	
Percentage of "helping" to revenue train mileage.....	3.72	
Mileage of revenue mixed trains.....		822,187
Mileage of revenue freight trains.....		10,270,223
Mileage of locomotives employed in "helping" mixed and freight trains.....	1,474,002	
Percentage of "helping" to revenue train mileage.....	13.29	
Total revenue train mileage.....		17,865,241
Mileage of nonrevenue trains.....		1,725,849

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FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

COMMODITY—	Freight Originat- ing on this Road Tons.	Freight Received from Con- necting Roads and Other Carriers. Tons.	Total Freight Tonnage.	
			Whole Tons.	Per Cent.
Products of Agriculture—				
Grain	1,019,114	130,646	1,149,760	20.04
Flour	235,457	2,598	238,055	4.15
Other mill products.....	60,936	1,250	62,186	1.08
Hay	37,507	3,942	41,449	.72
Tobacco				
Cotton				
Fruit and vegetables.....	107,489	13,227	120,716	2.10
Hops	1,961		1,961	.03
Products of Animals—				
Live stock	131,967	2,622	134,589	2.35
Dressed Meats	5,021	9,558	14,579	.26
Other packing-house products.....	7,859	2,084	9,943	.17
Poultry, game and fish.....	21,627	171	21,798	.38
Wool	11,630	74	11,754	.20
Hides and leather	3,408	270	3,678	.06
Products of Mines—				
Anthracite coal	69,512	64,504	134,016	2.34
Bituminous coal	287,130	11,349	298,479	5.20
Coke	35,882	1,547	37,429	.66
Ores	93,684		93,684	1.63
Stone, sand and other like articles.....	53,787	3,740	57,527	1.00
Products of Forest—				
Lumber	971,929	25,665	997,594	17.38
Other Forest Products	579,962	591,178	1,171,140	20.41
Manufactures—				
Petroleum and other oils.....	21,290	11,765	33,055	.58
Sugar	2,200	9,598	11,798	.21
Naval stores				
Iron, pig and bloom.....	44,709	1,227	45,936	.80
Iron and steel rails.....	22,529	4,781	27,310	.48
Other castings and machinery.....	23,714	17,049	40,760	.71
Bar and sheet metal.....	3,740	7,107	10,847	.19
Cement, brick and lime.....	79,686	13,829	93,415	1.63
Agricultural implements	18,625	11,184	29,809	.52
Wagons, carriages, tools, etc.....	6,184	3,140	9,324	.16
Wines, liquors and beers.....	27,451	9,645	37,096	.66
Household goods and furniture.....	14,359	20,565	34,924	.61
Other Iron and Steel	45,797	9,671	55,468	.97
Merchandise				
Miscellaneous—				
Other commodities not mentioned above.....	565,711	143,044	708,755	12.35
Total tonnage—Minnesota	4,611,807	1,127,030	5,738,837	100.00
Total Tonnage—Entire Line	10,796,593	1,995,124	12,791,717	

23 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 65.)

DESCRIPTION OF EQUIPMENT.

ITEM.	No. Added During Year	Total No. at End of Year	Equipment Fitted With Train Brake		Equipment Fitted with Automatic Coupler	
			No.	Name	No.	Name
Locomotives—Owned and leased						
Passenger	20	166	166	Westinghouse.....	166	Tower
Freight	68	610	610	Westinghouse.....	610	Tower
Switching	18	126	126	Westinghouse.....	126	Tower
Total locomotives in service	106	902	902		902	
Less locomotives leased.....	106	902	902		902	
Total locomotives owned....						
Cars—Owned and leased:						
In passenger service—						
First-class cars	*1	156	156	Westinghouse	156	See page 64
Second-class cars	6	126	126	Westinghouse.....	126	
Combination cars	*3	47	46	Westinghouse.....	46	
Emigrant cars		59	59	Westinghouse.....	59	
Dining cars	4	33	33	Westinghouse.....	33	
Observation cars	2	18	18	Westinghouse.....	18	
Parlor cars		2	2	Westingho se.....	2	
Sleeping cars, ½ interest.....	10	80	80	Westinghouse.....	80	
Chair cars.....		2	2	Westinghouse.....	2	
Baggage, express and postal cars	21	181	181	Westinghouse.....	181	
Other cars in passenger ser- vice		10	10	Westinghouse	10	
Total	39	714	713		713	
In Freight Service—						
Box cars	482	18661	{ 15164	Westinghouse..... {	18661	
			{ 2773	New York		
Flat cars	807	7841	{ 5260	Westinghouse..... {	7830	
			{ 2348	New York		
Stock cars	*84	1271	1271	Westinghouse.....	1271	
Coal cars	*177	2631	{ 2479	Westinghouse..... {	2607	
			{ 23	New York		
Tank cars		9	9	Westinghouse.....	9	
Refrigerator cars	94	524	{ 480	Westinghouse..... {	524	
			{ 115	New York		
Other cars in freight ser- vice	*26	1123	{ 194	New York	1122	
			{ 928	Westinghouse..... {		
Total	1096	32069	30973		32024	
In Company's Service—						
Officers' and pay cars.....		8	8	Westinghouse.....	8	
Gravel cars	*2					
Derrick cars	2	21	14	Westinghouse.....	20	
Caboose cars	48	359	{ 300	Westinghouse..... {	359	
			{ 59	New York		
Other road cars.....	36	423	196	Westinghouse.	331	
Hand and push cars, veloci- pedes.....	12	2512				
Total	96	3323	579		718	
Total cars in service.....	1231	36096	32265		33,455	
Less cars leased.....						
Total cars owned.....	1231	36096	32265			
Cars contributed to fast freight line service.....					33,455	

*Deduct.

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EXPLANATORY REMARKS.

Unknown. Have discontinued records on account of inability to learn of changes made in our cars on foreign roads.

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MILEAGE.

A. Mileage of Road Operated (All Tracks).

LINE IN USE—	Line Represented by Capital Stock		Line of Proprietary Companies	Line Operated Under Lease	Line Operated Under Contract Etc.	Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs							Iron	Steel
Miles of single track	2,698.04	2,513.44	18.29	176.64	.....	19.82	5,426.23	29.85	23.87	5,382.54
Miles of second track	68.51	1.53	.....	1.69	.....	11.60	78.83	.....	.....	66.78
Miles of third track .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of fourth track	838.48	275.86	16.11	30.54	.....	.....	1,205.99	.....	147.00	1,058.99
Miles of yard track and sidings .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total mileage operated (all tracks)	3,645.03	2,790.83	34.40	208.87	.....	31.42	6,710.55	29.85	170.87	6,508.26

B. Mileage of Line Operated by States and Territories (Single Track).

STATE OR TERRITORY—	87.04	62.09	.....	.....	.....	.87	150.00	.....	.36	148.77
Wisconsin	571.33	451.65	.....	.....	.....	13.22	1,086.20	.....	9.33	1,013.05
Minnesota	377.56	688.76	.....	.....	.....	.....	1,086.32	26.49	13.58	1,052.74
North Dakota	853.80	547.06	18.29	66.77	.....	4.81	1,490.73	2.86	.....	1,485.92
Montana	84.04	197.05	.....	.....	.....	.....	281.09	.....	.....	281.09
Idaho	685.12	505.24	.....	108.87	.....	.....	1,360.23	.....	.....	1,360.23
Washington	39.15	1.59	.....	.....	.....	.92	41.66	.....	.....	40.74
Oregon .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total Mileage Operated (single track)	2,698.04	2,513.44	18.29	176.64	.....	19.82	5,426.23	29.85	23.87	5,382.54

MILEAGE—Continued.

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OR TERRITORY—	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year.	RAILS	
	Main Line	Branches and Spurs			Iron	Steel
Wisconsin	87.04	62.09	149.13	.....	.86	148.77
Minnesota	571.83	451.85	1,022.98	.....	9.98	1,018.05
Manitoba .....	.....	355.58	355.58	.....	.....	355.58
North Dakota	377.56	688.76	1,066.32	.....	13.58	1,052.74
Montana	853.80	547.06	1,400.86	26.49	.....	1,400.86
Idaho	84.04	197.05	281.09	2.86	.....	281.09
Washington	685.12	565.24	1,250.36	.....	.....	1,250.36
Oregon	39.15	1.59	40.74	.....	.....	40.74
Total mileage owned (single track)	2,698.04	2,869.02	5,567.06	29.35	23.87	5,543.19

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MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

LINE IN USE—	Line Represented by Capital Stock		Line of Proprietary Companies	Line Operated Under Lease	Line Operated Under Contract, Trackage Rights, Etc.	Total Mileage Operated	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs						Iron	Steel
Miles of single track	571.33	451.65	.....	.....	13.23	1,036.20	.....	9.93	1,013.05
Miles of second track	35.14	.....	.....	.....	11.60	46.74	.....	.....	85.14
Miles of third track .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of fourth track	290.93	65.81	.....	.....	.....	356.73	.....	47.59	309.14
Miles of yard track and sidings .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total Mileage Operated (all tracks) ..	877.39	517.46	.....	.....	24.83	1,439.67	.....	57.52	1,357.33

B. Mileage of Line Operated by States and Territories (Single Track).

State of Minnesota	571.33	451.65	.....	.....	13.23	1,036.20	.....	9.93	1,013.05
Total Mileage Operated (single track) ..	.....	.....	.....	.....	.....	.....	.....	.....	.....

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OR TERRITORY—	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year.	RAILS	
	Main Line	Branches and Spurs			Iron	Steel
Minnesota	571.33	451.65	1,022.98	9.93	1,013.05
Total mileage owned (single track)

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RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind	Tons	Weight Per Yard. Pounds	Av. Price Per Ton at Distribut'g Point. Dollars	Kind	Number	Av. Price at Dis- tributing Point. Cents
Iron.....	.....	.....	.....	Oak.....	109,897	50.5-10
Total ..	.....	.....	.....	Tamarack.....	300,343	32.6-10
Steel.....	5,118.1217	85	29.35			
	7,986.1272	72	29.61			
	2.8000	66	27.40			
	1.1280	70	27.40			
	2.1550	67	27.40			
Total..	13,111.1619	.....	29.51	Total	410,240	37.4-10

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES—	Coal, Tons, Bitumi- nous	Wood, Co ds, Hard	Wood, Cords, Soft	Total Fuel Consumed Tons	Miles Run	Average Pounds Consumed Per Mile
Passenger.....	58,249	39	352	58,451	1,633,676	71.66
Freight.....	131,405	135	1,213	132,101	2,550,539	142.79
Switching.....	54,510	43	435	54,780	1,676,197	65.34
Construction.....	7,932	6	53	7,963	248,565	64.07
Total.....	302,096	223	2,053	303,275	6,108,977	99.29
Average cost at distribu- ting point.....	\$2.896	\$1.928	\$1.928	\$2.891	.....	.....

ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

A. Accidents Resulting from the Movement of Trains, Locomotives or Cars.

NORTHERN PACIFIC RAILWAY COMPANY.

23

KIND OF ACCIDENT	EMPLOYEES													
	Trainmen		Switchmen, Flagmen and Watchmen		Station Men		Shop Men		Trackmen		Other Employees		Total	
	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd
Coupling or uncoupling	3	4	1	8	.....	.....	.....	.....	.....	.....	.....	.....	1	7
Collisions .....	.....	27	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	8	97
Deraillments .....	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
Parting of trains .....	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
Locomotives or Cars breaking down .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Falling from trains, locomotives, or cars	1	13	1	8	.....	.....	.....	.....	.....	.....	1	.....	2	22
Jumping on or off trains, locomotives, or cars .....	.....	5	.....	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	16
Struck by trains, locomotives, or cars .....	.....	3	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Overhead obstructions	1	18	.....	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
Other causes	5	77	3	24	.....	.....	.....	.....	.....	.....	.....	.....	.....	84
Total	951	.....	134	.....	639	.....	1,673	.....	1,538	.....	1,442	.....	6,498	.....
Average number employed during year.														
KIND OF ACCIDENT	OTHER PERSONS													
	Passengers		Trespassing		Not Trespassing		Total		SUMMARY		Total			
	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd
Collisions	1	42	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Deraillments .....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Parting of trains .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Locomotives or cars breaking down .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Falling from trains, locomotives, or cars	1	2	.....	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Jumping on or off trains, locomotives, or cars	1	6	1	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Struck by trains, locomotives, or cars .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
At highway crossings .....	.....	.....	.....	2	1	2	.....	.....	.....	.....	.....	.....	.....	.....
At stations .....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....
At other points along track .....	.....	.....	.....	9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Other causes	10	.....	.....	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	8	61	13	22	8	11	16	38	Total	.....	.....	.....	28	218

ACCIDENT TO PERSONS—STATE OF MINNESOTA—Continued.

B. Accidents Arising from Causes Other Than Those Resulting from the Movement of Trains, Locomotives, or Cars.

KIND OF ACCIDENT	EMPLOYEES										Total	
	Station Men				Shop Men				Truckmen		Other Employees	
	Killed		Injur'd		Killed		Injur'd		Killed		Killed	
	Injur'd	Total	Injur'd	Total	Injur'd	Total	Injur'd	Total	Injur'd	Total	Injur'd	Total
Handling traffic
Handling tools, machinery, etc.....
Handling supplies, etc.....
Getting on or off locomotives or cars at rest
Other causes
Total

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

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WORKING DIVISIONS OR BRANCHES				ALIGNMENT			PROFILE						
From	To	Miles	Num- ber of Curves	Agg-ate Length of Curved Line Miles	Length of Straight Line Miles	Length of Level Line Miles	Ascending Grades			Descending Grades			
							Sum of Ascents Feet	Aggregate Length of Ascending Grades Miles	No.	Sum of Descents Feet	Aggregate Length of Descending Grades Miles	No.	
1A													
Asland	Wis. Staples	204.56	169	33.38	173.18	50.38	128	2,637	82.52	146	20.14	73.66	
Staples	Min. Fargo	108.78	37	12.55	96.23	17.19	46	1,159	33.87	55	1,117	57.72	
Fargo	N. Dak. Mandan	200.15	99	26.58	173.57	38.08	116	2,178	97.75	106	1,748	70.32	
Mandan	N. Dak. Billings	215.84	248	63.14	152.70	25.37	112	3,014	113.76	109	2,584	76.71	
Billings	Mont. Helena	223.62	170	39.21	186.41	58.01	144	3,890	126.30	106	2,795	41.31	
Helena	Mont. Hope	235.43	256	47.22	191.21	25.96	78	3,400	124.05	71	2,672	88.42	
Hope	Idaho Wallula	247.36	335	50.48	196.88	27.00	89	2,589	58.80	137	3,545	125.56	
Wallula	Wash. Ellensburg	129.03	143	35.32	94.71	45.68	96	1,785	73.79	140	3,645	125.56	
Ellensburg	Wash. Tacoma	124.84	223	33.63	91.21	30.93	49	1,529	78.09	25	504	17.01	
Tacoma	Wash. Portland	144.63	209	43.80	101.33	53.36	93	1,460	44.44	34	2,590	62.06	
Portland	Ore. Astoria	92.40	160	20.65	71.75	23.91	14	1,312	37.67	135	1,820	53.60	
Astoria	Mont. Butte	71.42	160	20.65	50.77	2.39	14	1,312	53.12	9	911	15.91	
Butte	Wash. Seattle	35.90	19	4.71	18.19	7.30	5	42	4.03	5	100	11.57	
Seattle	Wash. Sumas	135.36	255	41.17	84.19	25.13	222	1,904	46.98	170	1,839	53.25	
Sumas	Wash. Wallbridge	3.40	5	1.19	3.21	2.51	1	110	3.21	.....	.....	.....
Wallbridge	Wash. So Superior	7.70	8	7.72	6.98	2.56	4	83	4.44	4	17	70	
So Superior	Min. Duluth	132.08	97	21.24	110.84	46.06	70	1,195	54.87	103	1,231	51.15	
Duluth	Min. Staples & Brainerd	180.21	170	23.60	156.61	36.61	141	1,560	97.90	164	888	45.70	
Staples & Brainerd	Min. Duluth	1.25	3	.04	.21	.25	.....	.....	.....	.....	.....	.....
Duluth	Union Depot Line in Duluth	1.95	5	.55	1.40	1.10	1	5	.85	.....	.....	.....
Union Depot Line in Duluth	Taco ma	2,698.04	607.55	2,090.49	511.36	.....	.....	.....	1,304.44	.....	.....	1,056.21
Total main line.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA—Continued.

WORKING DIVISIONS OR BRANCHES			ALIGNMENT				PROFILE					
From	To	Miles	Num- ber of Curves	Agg'ate Length of Curved Line	Length of Straight Line	Length of Level Line	No.	Sum of Ascends	Aggregate Length of Ascending Grades	No.	Sum of Descends	Aggregate Length of Descending Grades
				Miles	Miles	Miles		Feet	Miles		Feet	Miles
1B												
Iron River, Wis.	Washburn, Wis.	33.78	43	8.90	24.88	5.14	21	352	10.70	23	798	17.94
Duluth Wis.	West Superior, Wis.	3.42	13	4.3	2.99	1	1	11	.94	1	23	1.20
West Superior Jn., Wis.	Pon du Lac, Minn.	8.92	13	2.78	6.14	1.26	13	23	3.56	12	44	3.39
Carlton, Minn.	Cloquet, Minn.	7.00	13	2.46	4.54	3.18	3	100	3.23	3	50	.50
Rush City, Minn.	Granby, Wis.	17.08	26	4.42	12.66	4.63	20	214	6.88	21	232	5.57
Groningen, Minn.	Banning, Minn.	4.27	11	1.65	2.62	2.61	6	56	1.60	5	129	2.41
Wroning, Minn.	Taylor's Falls, Minn.	20.52	38	6.87	14.65	3.89	28	214	7.02	26	361	3.61
White Bear, Minn.	Stillwater, Minn.	12.74	41	5.51	7.23	2.71	5	99	3.57	5	314	6.40
Munapolis, Minn.	White Bear, Minn.	13.07	13	2.37	10.70	2.07	13	158	3.94	12	250	7.01
Little Falls, Minn.	Norris, Minn.	87.94	102	18.04	69.90	17.60	71	1,107	39.45	66	1,038	30.89
Wadena Jct., Minn.	Oakes, N. D.	149.50	108	19.70	129.80	30.12	122	1,153	61.39	119	1,191	57.99
Winnipeg Jct., Minn.	Pembina, N. D.	191.69	109	17.64	171.0	78.02	125	1,633	47.55	96	1,943	66.12
Fertile, Minn.	Carthage, Minn.	54.9	16	5.70	49.28	12.61	28	182	8.03	38	483	34.34
Key West, Minn.	Sherack, Minn.	6.01	1	1.8	5.83	7.12	9	47	1.57	8	11	2.14
Fairview Jct., N. D.	Bayne, N. D.	13.79	16	1.83	11.94	7.22	9	8	6.27	3	7	.7
Fargo, N. D.	Edgeley, N. D.	108.71	57	9.29	99.42	24.82	96	1,230	60.00	63	557	23.49
Cassellon, N. D.	Marion, N. D.	60.18	14	4.01	56.17	9.61	16	174	38.96	13	238	11.58
Jameson, N. D.	LaMoure, N. D.	48.55	66	12.93	35.62	7.56	48	275	17.42	55	387	23.58
Oakes Jct., N. D.	Oakes, N. D.	15.20	8	2.07	13.13	5.66	24	68	3.24	24	166	6.30
Jameson, N. D.	McHenry, N. D.	62.88	37	6.11	56.77	8.19	106	557	27.06	108	477	27.33
Sarnborn, N. D.	Leeds, N. D.	107.63	48	11.33	96.32	18.91	158	1,154	47.83	163	1,646	46.91
Jameson, N. D.	Denhoff, N. D.	64.49	18	4.22	59.27	4.92	15	1,486	36.18	23	208	13.39
Oberon, N. D.	Rhodes, N. D.	28.07	4	.52	27.55	3.86	15	1.96	16.18	15	145	10.38
Laurel, Mont.	Red Lodge, Mont.	41.37	15	4.81	39.56	2.59	18	2,368	38.94	9	57	2.84
Selela, Mont.	Bridger, Mont.	19.44	1	3.49	15.95	1.23	5	68	17.81	1	482	9.88
Livingston, Mont.	Cokdale, Mont.	54.31	72	12.77	41.54	5.82	54	1,257	38.66	41	8	2.29
Coal Spur, Mont.	Alder & Parrot, Mont.	3.62	40	1.74	1.88	.07	5	1,395	38.71	3	22	4.81
Whitehall, Mont.	Norris, Mont.	47.33	29	6.81	41.59	3.78	15	934	38.71	5	320	7.51
Sappington, Mont.	Pony, Mont.	20.90	46	5.53	14.99	.88	15	691	23.70	6	520	5.88
Harley, Mont.	Calvin, Mont.	7.09	6	1.32	5.77	.80	1	1,324	5.81	1	212	7.66
Priety Pear Jct., Mont.	Wickham, Mont.	31.58	101	10.78	23.80	3.00	15	1,408	11.71	1	24	.93
Jefferson, Mont.	Wickham, Mont.	5.43	17	1.50	4.31	.56	2	1,340	14.36	1	24	.93
Boulder, Mont.	Wickham, Mont.	20.13	57	5.17	14.96	1.20	6	1,340	14.36	1	24	.93
Helena, Mont.	Rimini, Mont.	16.51	48	4.43	12.08	1.20	6	1,340	14.36	1	24	.93

Clough Jct. Mont.	12.53	58	6.02	6.56	1.80	5	1,103	9.73	2	42	1.05
Drummond, Mont.	32.12	47	5.35	26.77	1.33	6	1,800	30.54	10	10	.28
Missoula, Mont.	56.41	56	7.83	48.58	1.53	24	756	31.47	209	209	10.72
De Smet, Mont.	128.35	387	51.15	77.20	30.09	20	2,261	46.42	40	2,784	61.84
Wallace, Idaho	6.96	30	2.60	4.26	.....	1	1,066	6.86	1	10	.....
Sunset, Idaho	6.36	21	1.83	3.45	.....	1	775	5.10	1	10	.....
Hauser Jct. Idaho	13.65	33	4.25	9.40	1.75	18	272	6.00	22	231	5.90
Coeur d'Alene, Idaho	135.76	415	60.22	78.64	1,232	50	1,906	49.48	66	1,768	76.96
Marshall Jct. Wash.	62.80	134	32.67	30.72	6.34	14	502	56.31	2	2	2.24
Pollatch, Idaho	27.32	54	10.80	16.72	6.30	22	479	17.00	6	186	4.22
Pullman Jct. Wash.	5.94	14	1.60	4.34	.....	1	188	5.00	1	50	.....
Belmont Wash.	11.91	13	2.04	9.62	1.02	2	815	11.94	.....	.....	.....
Lepwai, Idaho	5.41	21	2.50	2.91	.....	.....	474	5.41	.....	.....	.....
Clealum Wash.	33.56	40	6.94	25.62	4.65	5	109	8.51	10	925	25.40
Palmer Jct. Wash.	14.79	61	6.65	8.14	.....	6	788	9.18	5	279	4.66
Kanaskat Wash.	3.53	15	1.60	1.93	.....	1	166	3.53	.....	.....	.....
Cascade Jct. Wash.	16.81	89	7.28	9.53	.....	9	281	15.34	2	7	.....
Cascade Jct., Wash.	5.44	34	3.05	2.39	.....	2	376	5.40	.....	.....	.....
Crocker, Wash.	7.64	16	2.20	5.44	.....	1	363	7.64	.....	.....	.....
Orring, Wash.	37.51	106	11.78	25.73	10.68	107	735	20.59	42	282	6.24
Wodenville Wash.	11.41	30	2.81	8.63	5.09	10	63	1.73	8	125	4.62
Snohomish Wash.	28.04	33	6.77	21.31	2.33	12	515	22.78	5	27	2.90
Arlington Wash.	9.93	19	2.40	7.59	3.20	3	276	6.50	1	13	2.90
Elma Wash.	56.43	70	9.60	46.83	16.03	23	575	15.44	31	749	24.96
Lakeview Wash.	53.20	95	12.67	40.62	33.47	26	141	6.45	19	258	13.37
Gale Wash.	6.84	14	1.70	5.14	5.00	4	19	6.79	4	281	1.95
Aberdeen Jct. Wash.	1.81	9	1.70	1.11	1.49	1	3	28	1	.....	.....
Cosmopolis Jct. Wash.	56.68	91	19.80	36.84	11.00	16	609	25.10	14	777	20.58
Chehalis Wash.	11.25	35	3.82	7.46	5.60	4	238	5.18	13	13	.....
Black River Jct. Wash.	16.28	25	4.66	11.72	1.38	5	231	8.92	7	229	5.98
Medical Lake, Wash.	2,263.74	.....	499.10	1,764.64	434.43	.....	.....	1,107.31	.....	.....	722.00
Total branches	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2A Stuart, Wash.	8.99	3	.78	8.21	.72	12	857	7.04	5	36	1.23
3A Garrison, Mont.	52.82	39	6.20	46.62	4.73	20	11.96	45.31	9	26	2.78
Cheney, Wash.	109.54	150	27.44	81.90	22.24	35	1,084	30.00	46	1,866	62.10
Total, 3A	162.16	33.64	128.52	26.97	75.31	54.88

23 REPORT RAILROAD AND WAREHOUSE COMMISSION.

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CHARACTERISTICS OF ROAD—Continued—STATE OF MINNESOTA.

Bridges, Trestles, Tunnels, Etc.

ITEM.	Number	Aggregate Length Feet	Minimum Length Feet	Maximum Length Feet	ITEM	Number	Height of Lowest Above Surface of Rail Ft. In.
Bridges—					Overhead Highway Crossings—		
Stone.....	65	9,177	15	1,582	Bridges.....	29	17.06
Iron.....	7	882	44	260	Conduits.....	7	19.02
Wooden.....	1	164	164	164	Trestles.....	36	
Combination.....					Total.....		
Total.....	73	10,223			Overhead Railway Crossings—		
					Bridges.....	3	27.10
					Conduits.....	1	27.04
					Trestles.....	4	
					Total.....		
Trestles.....	290	89,792	12	1,969	Tunnels.....	4	18.03
Tunnels.....	5	1,525	88	818			

Gauge of track, 4 feet 8½ inches. 1,022.98 miles.

TELEGRAPH.

A. Owned by Company Making This Report.

Miles of Line	Miles of Wire	Operated by This Co.		Operated by Another Company.		
		Miles of Line	Miles of Wire	Miles of Line	Miles of Wire	Name of Operating Co.
924.01			401.01			Owned and operated jointly with W. U. Tel. Co.
			730.05			Owned jointly with W. U. Tel. Co., operated by N. P. Ry.
					729.42	Owned jointly with W. U. Tel. Co., operated by W. U. Tel. Co.
14.10			1,877.15			Owned and operated by N. P. Ry. Co.
					20.86	Owned by N. P. Ry. operated by C. G. W. Ry. Co.

B. Owned by Another Company, but Located on Property of Road Making This Report.

Miles of Line	Miles of Wire	Name of Owner	Name of Operating Co.
	2,633.21	Western Union Telegraph Co.	Western Union Telegraph Co.

NORTHERN PACIFIC RAILWAY COMPANY.

23

CAR MILEAGE.

Amount Paid for Mileage of Private Line Cars during Year Ending June 30, 1993.

NAME OF ROAD	R.ate	Amonut
Armour Car Line	1	\$ 12,492.26
Armour Car Line	3-4	9,263.69
Armour Car Line	6-10	38.06
Arbuckles Ariosa Despatch	6-10	81.72
Arms Palace Horse Car Co.	6-10	222.91
American Live Stock Trans. Co.	6-10	1.25
American Cotton Oil Works	6-10	13.34
American Fast Freight Line	6-10	47.97
Anglo-American Refrigerator Car Co.	1	31.80
American Refrigerator Trans. Co.	3-4	240.45
Booth Refrigerator Line	3-4	2,261.13
Big Creek Lumber Co.	6-10	2.86
Buffalo & Susquehanna Railway	6-10	1.63
Bay Terminal	3-4	23.53
Cudahy Refrigerator Line	1	2,387.59
Cudahy Refrigerator Line	3-4	5.19
Continental Fruit Express	3-4	2,334.24
Chicago, New York & Boston Trans. Co.	3-4	779.87
Canada Cattle Car Co.	6-10	2,574.87
Chicago, Milwaukee & St. Paul (J. I. Case)	6-10	455.76
Cold Blast Transportation Co.	1	18.87
Cold Blast Transportation Co.	3-4	1.74
Corn Planters' Tank Line	3-4	13.41
Cleveland Oil Co.	3-4	2.04
Cleveland Provision Co.	6-10	24.68
Craig Oil Co.	6-10	5.50
Cudahy Milwaukee Refrigerator Line	1	10.88
Duluth Brewing & Malting Co.	3-4	16.32
J. Deere & Company	6-10	154.58
Dairy Shippers' Despatch	3-4	187.25
Deere & Webber	6-10	38.22
Jacob Dold Packing Co.	3-4	.95
Fox River Despatch	1	582.87
Fox River Despatch	3-4	.69
Geiser Manufacturing Co.	6-10	9.67
German American Refrigerator Car Co.	3-4	3.74
Hicks Stock Car Co.	6-10	1,622.46
Hammond Refrigerator Line	1	1,639.13
Hammond Refrigerator Line	3-4	2.76
Houston & Texas Cent. (C. C. C. C.)	6-10	723.20
F. C. Johnson	6-10	4.56
Keystone Live Stock Express	6-10	32.57
Keystone Palace Horse Car Co.	6-10	1.09
Libby, McNeill & Libby Refrigerator Line	1	550.02
Lipton Refrigerator Line	3-4	180.73
Merchants' Despatch Trans. Co.	3-4	379.85
Merchants' Despatch Trans. Co.	6-10	1,196.42
Morris & Co. Refrigerator Line	3-4	285.90
Mather Stock Car Co.	6-10	415.96
Menasha Wooden Ware Co.	6-10	22.51
Merchants' & Planters' Oil Co.	3-4	2.81
Morrell Refrigerator Line	1	3.00
National Despatch Line	6-10	174.71
North & South Rolling Stock Co.	3-4	364.83
New England Car Co.	6-10	553.65
Omaha Packing Co.	1	637.11
Penn. Refining Co.	6-10	8.40
Paragon Transportation Co.	3-4	57.66
Provision Dealers' Despatch	3-4	51.59
Provision Shippers' Despatch	3-4	208.85
Pittsburg & Buffalo	6-10	25.77
Riddle Coach & Hearse Co.	6-10	2.66
Southern Despatch Lumber Line	6-10	.82
Swift Refrigerator Line	1	6,442.82
Swift Refrigerator Line	3-4	652.79
Swift Refrigerator Line	6-10	23.12
Street's Western Stable Car Co.	6-10	36,435.76
St. Louis Refrigerator Car Co.	1	1,135.41
St. Louis Refrigerator Car Co.	3-4	4.73
Swift's Live Stock Express	6-10	42.13
St. Charles Refrigerator Despatch	1	30.10
Shippers' Refrigerator Car Line	3-4	444.61
Special Freight Despatch	3-4	.63
Special Freight Despatch	6-10	5.65
Union Tank Line	3-4	20,671.89
Union Refrigerator Trans. Co.	3-4	7,229.11
Venice Transportation Co.	6-10	110.98
Western Refrigerator Line	3-4	413.67
Western Refrigerator Trans. Co.	3-4	250.43
Total		\$117,384.47

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TAXES AND ASSESSMENTS OF ALL KINDS.

A. For Reporting Company's Owned and Proprietary Lines.

STATE OR TERRITORY—	AD VALOREM TAX		SPECIFIC TAXES			On Prop- erty Owned not Used in Operation and Miscella- neous	Internal Revenue, U. S. Govern- ment	Total
	On the Value of Real and Personal Property	On the Value of Stocks or Bonds, or on Valuation Based on Earn- ings, Dividends, or other Re- sults of Operation	On Stocks, Bonds, Loans, etc.	On Gross or Net Earn- ings, Re- venue, or Dividends	On Traffic or Some Phys- ical Quality of Property Operated, or on Privilege			
Wisconsin	\$7,000.00	.....	.....	\$28,899.00	.....	.....	.....	\$35,899.00
Minnesota	25,000.00	.....	.....	368,850.00	.....	.....	.....	393,850.00
North Dakota	239,999.00	.....	.....	.....	.....	.....	.....	239,999.00
Montana	324,999.00	.....	.....	.....	.....	.....	.....	324,999.00
Idaho	68,000.00	.....	.....	.....	.....	.....	.....	68,000.00
Washington	382,002.00	.....	.....	.....	.....	.....	.....	382,002.00
Oregon	8,500.00	.....	.....	.....	.....	.....	.....	8,500.00
Internal Revenue .....	.....	.....	.....	.....	.....	.....	*\$21,815.37	*\$21,815.37
Total	\$1,045,500.00	.....	.....	\$397,340.09	.....	.....	*\$21,815.37	\$1,421,455.68

*Deduct.

Park Rapids & Leech Lake Railway.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Park Rapids & Leech Lake Ry. Co.
2. Date of organization? October 5th, 1897.
3. Under laws of what Government, State, or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof. General Laws of the State of Minnesota.
7. What carrier operates the road of this company? Great Northern Ry. Co.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Louis W. Hill.....	St. Paul, Minn.....	} When successor is elected
M. D. Grover.....	St. Paul, Minn.....	
E. Sawyer.....	St. Paul, Minn.....	
R. I. Farrington.....	St. Paul, Minn.....	
H. H. Parkhouse.....	St. Paul, Minn.....	

Total number of stockholders at date of last election? 6.
 Date of last meeting of stockholders for election of directors? May 25th, 1903.
 Give post-office address of general office? St. Paul, Minn.
 Give name and address of officer to whom correspondence regarding this report should be addressed? John G. Drew, Comptroller, St. Paul, Minn.

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OFFICERS.

Title.	Name.	Location of Office.
President	Louis W. Hill.....	St. Paul, Minn.
First vice-president	M. D. Grover.....	St. Paul, Minn.
Secretary-treasurer	E. Sawyer.....	St. Paul, Minn.
General solicitor	M. D. Grover.....	St. Paul, Minn.
Comptroller	Jno. G. Drew.....	St. Paul, Minn.
Chief engineer	A. H. Hogeland.....	St. Paul, Minn.

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PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

(For Roads not Making Operating Reports.)

Name of Railroad the Income of which from Lease, or from other Assignment for Operation, is Included in the Income Account—Page 33.

NAME—	Terminals	By What Company Operated	Under What Kind of Contract Operated	Miles of Line
Park Rapids and Leech Lake Ry..	Park Rapids, Minn., to Cass Lake, Minn.....	Gt. Northern Ry...	Lease.....	49.04
Total Mileage...	49 04

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PROPERTY LEASED OR OTHERWISE CONTROLLED FOR OPERATION.

[For Subsidiary Roads Making Either Operating Reports or Financial Reports.]

Give below a definite statement, as required by the Instructions on page 14, of the operating agreement or controlling relation existing between the company for which the report is made and the company by which it is operated or controlled, whether through lease, contract, or other agreement, or through ownership of capital stock.

Line of this Company leased May 1st, 1899, to the Great Northern Ry. Co. at a fixed rental per annum for one year from that date and thereafter until canceled by notice in writing which shall fix the date of cancellation which date shall not be less than sixty days from date of serving such notice.

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CAPITAL STOCK.

DESCRIPTION—	Number of Shares Authorized	Par Value of Shares	Total Par Value Authorized	Total Am't Issued and Outstanding	Dividends Declared During Year	
					Rate Per Cent	Amount
Capital stock.....	5,000	\$100.00	\$500,000.00	\$500,000.00	7	\$35,000.00
Common.....						
Preferred.....						
Total.....	5,000		\$500,000.00	\$500,000.00		\$35,000.00

MANNER OF PAYMENT FOR CAPITAL STOCK.

	Number of Shares Issued during year.	Cash Realized on Amount Issued during Year	Total No. Shares Issued and Outstanding.	Total Cash Realized.
Issued for cash.....			5,000	\$500,000.00
Common.....				
Preferred.....				
Issued for construction—				
Common.....				
Preferred.....				
Issued for reorganization—				
Common.....				
Preferred.....				
Total.....			5,000	\$500,000.00

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FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

CLASS OF BOND OR OBLIGATION.	TIME		Amount of Authorized Issue	Amount Issued	Amount Outstanding	Cash Realized on Amount Issued	Rate Pr Ct.	When Payable	INTEREST	
	Date of Issue	When Due							Amt. Accrued During Year	Amount Paid During Year
First Mortgage Bonds	5-1 1899	5-1 1928	\$500,000.00	\$500,000.00	\$500,000.00	\$500,000.00	5	May 1 Nov. 1	\$25,000.00	\$25,000.00
Mortgage bonds .....	.....	.....	\$500,000.00	\$500,000.00	\$500,000.00	\$500,000.00	.....	.....	\$25,000.00	\$25,000.00
Grand total .....	.....	.....	\$500,000.00	\$500,000.00	\$500,000.00	\$500,000.00	.....	.....	\$25,000.00	\$25,000.00

RECAPITULATION OF FUNDED DEBT.

(Page 28.)

CLASS OF DEBT—	Amount Issued	Amount Outstanding	INTEREST	
			Amount Accrued during Year	Amount Paid during Year
Mortgage bonds—page 19	\$500,000.00	\$500,000.00	\$25,000.00	\$25,000.00
Miscellaneous obligations—page 19				
Income bonds—page 19				
Equipment trust obligations—page 21				
Total	\$500,000.00	\$500,000.00	\$25,000.00	\$25,000.00

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1903.	
Cash		Receiver's certificates	
Bills receivable		Loans and bills payable	
Due from agents		Audited vouchers and accounts	\$451.97
Due from solvent companies and individuals	\$9,163.23	Wages and salaries	
Net trade balances due from other companies		Net trade balances due to other companies	
Other cash assets (excluding "Materials and Supplies")		Dividends not called for	
		Matured interest coupons unpaid (inc. coupons due July 1	
		Rents due July 1	
		Miscellaneous	
Total—Cash and current assets	49,163.23	Total—Current liabilities	\$451.97
Balance—Current liabilities		Balance—Cash assets	8,111.26
Total	\$9,163.23	Total	\$9,163.23

*Materials and supplies on hand,

(See General Balance Sheet—page 49.)

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RECAPITULATION.

A. For Mileage owned by Road making this Report.

ACCOUNT--	Total Amount Outstanding	APPORTIONMENT		AMOUNT PER MILE OF LINE	
		To Railroads	To Other Properties	Miles	Amount
Capital stock—page 17	\$500,000.00	\$500,000.00	.....	49.01	\$10,108
Bonds—page 19 ("Grand Total")	500,000.00	500,000.00	.....	49.01	10,108
Equipment trust obligations—page 21 .....	.....	.....	.....	.....	.....
Total	\$1,000,000.00	\$1,000,000.00	.....	.....	\$20,302

(Page 27.) COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM—	Expenditures During Year Not Included in Operating Expenses		Total Cost to June 30, 1942	Total Cost to June 30, 1943	Cost Per Mile
	Charged to Income Acc't as Permanent Improvements	Charged to Construction or Equip- ment			
CONSTRUCTION:					
Engineering		\$386.45	\$32,146.30	\$32,109.85	
Right of way and station grounds			38,496.45	38,496.45	
Real estate			50.35	50.35	
Grading		\$23.86	200,309.83	299,280.97	
Clearing and grubbing			30,458.93	30,458.93	
Bridges, trestles, and culverts			41,387.24	41,387.24	
Ties			79,991.73	79,991.73	
Rails		108.76	150,035.54	150,144.80	
Track fastenings		\$8.78	19,498.80	19,899.16	
Frogs and switches		20.93	1,493.80	1,514.83	
Ballast			35,710.80	35,702.31	
Track Laying and Surfacing and Ballasting		\$8.49	44.93	44.93	
Fencing right of way		44.93	203.80	203.80	
Crossings, cattle guards, and signs					
Interlocking or signal apparatus					
Telegraph lines			4,597.14	4,597.14	
Station buildings and fixtures		\$450.00	2,068.44	2,516.44	
Shops, roundhouses, and turntables		8.75	1,118.50	1,127.25	
Shop machinery and tools					
Water stations					
Fuel stations			5,954.02	5,954.02	
Grain elevators					
Locomotive and Car Service			12,559.03	12,559.03	
Transportation of Men and Material			32,615.14	32,615.14	
Operation during Construction			8,587.93	8,587.03	
Electric motive					
Gas making plants			2,366.61	2,366.61	
Miscellaneous structures					
Lease expenses					
Interest and discount			88,857.50	88,857.50	
General expenses			1,329.62	1,329.62	
Total Construction		\$474.16	\$80,177.69	\$879,803.53	\$17,940.53
*Deduct.					

(Page 29.)

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.
Continued.

ITEM—	Expenditures During Year Not Included in Operating Expenses		Total Cost to June 30, 1903	Total Cost to June 30, 1903	Cost Per Mile
	Charged to Income Acc't as Permanent Improvements	Charged to Construction or Equip- ment			
EQUIPMENT:					
Locomotives					
Passenger cars					
Sleeping parlor, and dining cars					
Baggage, express, and postal cars					
Combination cars					
Freight cars		\$451.97	\$141,668.63	\$142,115.59	
Other cars of all classes					
Floating equipment					
Total equipment		\$451.97	\$141,668.62	\$142,115.59	\$2,897.95
Total construction—page 27		*\$74.16	880,177.69	879,808.53	17,940.53
Grand total cost construction, equipment, etc.		\$77.81	\$1,021,841.31	\$1,021,919.12	\$20,838.48
Total cost construction, equipment, etc.—State of Minnesota		\$77.81	\$1,021,841.31	\$1,021,919.12	\$20,838.48

*Deduct.

EXPLANATORY REMARKS.

The Company's property being leased to the Great Northern Ry. Co., the cost of any im-
provements and betterment made to the property during the year and charged to the opera-
tion expenses, would appear in the return of that company.

(Page 33.)

INCOME ACCOUNT.

(For Roads not Making Operating Reports.)

Income from lease of road	\$81,878.80
Total income	<u>\$81,878.80</u>
DEDUCTIONS FROM INCOME—	
Interest on funded debt accrued—page 23.....	\$25,000.00
Interest on interest-bearing current liabilities accrued, not otherwise provided for	<u>1,046.82</u>
Total deductions from income.....	<u>26,046.82</u>
Net income	<u>\$35,831.98</u>
 Dividends, 7 per cent, stock—page 17.....	<u>\$35,000.00</u>
Total	<u>35,000.00</u>
Surplus from operations of year ending June 30, 1903..	\$381.98
Surplus on June 30, 1902 (from general balance sheet, 1902 report)	<u>8,558.80</u>
Surplus on June 30, 1903 (for entry on general balance sheet, page 51)	<u>\$9,390.87</u>

COMPARATIVE GENERAL BALANCE SHEET.

(Page 49.)

JUNE 30, 1902		ASSETS—	JUNE 30, 1903		YEAR ENDING JUNE 30, 1903	
Item	Total		Item	Total	Increase	Decrease
.....		Cost of road—Page 27.....	.....			\$374.16
.....	\$890,177.09	Cost of equipment—Page 28.....	.....	\$879,808.58		
.....	141,603.82	Stocks owned—Page 31.....	.....	142,115.50	\$451.97	
.....		Bonds owned—Page 32.....	.....		
.....		Other permanent investments.....	.....		
.....		Lands owned.....	.....		
.....		Cash and current assets—Page 23.....	.....	9,103.28		1,123.07
.....	10,287.20	Other Assets.....	.....		
.....		Equipment trusts.....	.....		
.....		Materials and supplies.....	.....		
.....		Sinking funds.....	.....		
.....		Sundry.....	.....		
.....		Profit and loss—Page 31 (or 33).....	.....		
.....	\$1,032,128.51	Grand total.....	.....	\$1,031,082.85		\$1,040.16

COMPARATIVE GENERAL BALANCE SHEET.

(Page 51.)

JUNE 30, 1902		LIABILITIES—	JUNE 30, 1903		YEAR ENDING JUNE 30, 1903	
Item	Total		Item	Total	Increase	Decrease
.....		Capital stock—Page 17.....	.....	\$500,000.00		
.....	\$500,000.00	Funded debt—Page 23.....	.....	500,000.00		\$1,568.98-
.....	1,955.89	Current liabilities—Page 23.....	.....	451.97		
.....		Real estate mortgages.....	.....		
.....	4,106.87	Accrued interest on funded debt not yet payable.....	.....	4,106.87		
.....	17,447.00	Advances for construction.....	.....	17,072.84		374.16
.....	8,556.86	Profit and loss—Page 31 (or 33).....	.....	9,300.87	\$81.98	
.....	\$1,032,128.51	Grand total.....	.....	\$1,031,082.85		\$1,040.16

SECURITY FOR FUNDED DEBT—Page 23.

(Page 57.)

CLASS OF BOND OR OBLIGATION—	WHAT ROAD MORTGAGED		Miles	Amount of Mortgage Per Mile of Line	What Equipment Mortg'd	What Income Mortg'd	What Securities Mortg'd
	From	To					
First mortgage bonds....	Park Rapids....	Cass Lake.....	49.04	\$10,196	All.	All.	None.

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DESCRIPTION OF EQUIPMENT.

ITEM.	No. Added During Year	Total No. at End of Year	Equipment Fitted With Train Brake		Equipment Fitted with Automatic Coupler	
			No.	Name	No.	Name
Locomotives—Owned and leased						
Passenger						
Freight						
Switching						
Total locomotives in service						
Less locomotives leased.....						
Total locomotives owned....						
Cars—Owned and leased:						
In Passenger Service—						
First-class cars.....						
Second-class cars.....						
Combination cars						
Emigrant cars.....						
Dining cars.....						
Parlor Cars.....						
Sleeping Cars and Tourist						
Cars.....						
Baggage, express and postal						
cars						
Other cars in passenger ser-						
vice.....						
Total						
In Freight Service—						
Box cars			289	{ Leased to Gt. Northern Ry. and re-		
Stock cars						
Coal cars						
Tank cars						
Refrigerator cars						
Other cars in freight ser-						
vice						
Total						
In Company's Service—						
Officers' and pay cars.....						
Gravel Cars.....						
Derrick cars						
Caboose cars						
Other road cars.....						
Boarding Cars.....						
Total						
Total cars in service.....						
Total cars owned.....						
Cars contributed to fast						
freight line service.....						

(Page 67.)

MILEAGE.

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OR TERRITORY—	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year.	RAILS	
	Main Line	Branches and Spurs			Iron	Steel
Minnesota	49.04	.....	49.04	.....	.....	49.04
Total mileage owned (single track)	49.04	.....	49.04	.....	.....	49.04

(Page 67B.)

MILEAGE—STATE OF MINNESOTA.

Same as page 67.

(Page 73.)

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

Cannot give this.

(Page 75.)

CHARACTERISTICS OF ROAD—Continued—STATE OF MINNESOTA.

Bridges, Trestles, Tunnels, Etc.

ITEM.	Number	Aggregate Length Feet	Minimum Length Feet	Maximum Length Feet	ITEM	Number	Height of Lowest Above Surface of Rail Ft. In.
Bridges—					Overhead Highway Crossings—		
Stone.....					Bridges.....		
Iron.....					Conduits.....		
Wooden.....	4	408	44	165	Trestles.....		
Total.....	4	408			Total.....		
					Overhead Railway Crossings:		
					Conduits.....		
					Bridges.....		
					Trestles.....		
Trestles.....	8	2,310	44	1,104	Total.....		

Gauge of track, 4 feet 8½ inches. 49.04 miles.

TELEGRAPH.

A. Owned by Company Making This Report.

Miles of Line	Miles of Wire	Operated by This Co.		Operated by Another Company.		
		Miles of Line	Miles of Wire	Miles of Line	Miles of Wire	Name of Operating Co.
48.91	49.23	.....	.....	48.91	49.23	Gt. Northern Ry. Co.

(Page 79.)

TAXES AND ASSESSMENTS OF ALL KINDS.

Paid by the Great Northern Ry. and included in amount reported by that company.

Red Lake Transportation Co.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Red Lake Transportation Co.

2. Date of organization? January 1, 1898.

3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Minnesota.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
H. K. Halvorson.....	Minneapolis, Minn.....	Jan. 1, 1904
Chas. H. Richards	Minneapolis, Minn.....	Jan. 1, 1904
Wm. Lundeen	Minneapolis, Minn.....	Jan. 1, 1904
Adolph Knudson	Minneapolis, Minn.....	Jan. 1, 1904
C. W. Marshall	Minneapolis, Minn.....	Jan. 1, 1904

Total number of stockholders at date of last election? 5

Date of last meeting of stockholders for election of directors? January 6, 1903.

Give post-office address of operating office? Minneapolis, Minn.

Give post-office address of general office? Minneapolis, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? Chas. H. Richards, President address, 509 Globe Building, Minneapolis Minn.

(Page 7.)

OFFICERS.

Title.	Name.
President	Chas. H. Richards
First vice-president.....	H. K. Halvorson
Secretary	Adolph Knudson
Treasurer	C. H. Richards

(Page 9A.) PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad, the Operations of which are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a Main line.
 - b Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon the earnings or other considerations.
5. Line operated under Trackage Rights.

NAME—	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
Red Lake Transportation Co.	Red Lake	Whitefish	12.5	12.5
Total .....	.....	.....	12.5	12.5

(Page 9.) PROPERTY OPERATED.

Red Lake Transportation Co.	Red Lake	Whitefish	12.5	.....
Total mileage operated .....	.....	.....	12.5	.....

(Page 17.)

CAPITAL STOCK.

DESCRIPTION—	Number of Shares Authorized	Par Value of Shares	Total Par Value Authorized	Total Am't Issued and Outstanding	Dividends Declared During Year	
					Rate Per Cent	Amount
Capital stock—						
Common	1,000	\$100.00	\$100,000	\$80,000		
Preferred.....						
Total	1,000			\$80,000		

MANNER OF PAYMENT FOR CAPITAL STOCK.

	Number of Shares Issued during year.	Cash Realized on Amount Issued during Year	Total No. Shares Issued and Outstanding.	Total Cash Realized.
Issued for cash:—				
Common			800	\$80,000
Preferred.....				
Issued for construction:—				
Common				
Preferred.....				
Issued for reorganization:—				
Common				
Preferred.....				
Total			800	\$80,000

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

CLASS OF BOND OR OBLIGATION.	TIME		Amount of Authorized Issue	Amount Realized Issued	Amount Outstanding	Cash Realized on Amount Issued	INTEREST		
	Date of Issue	When Due					Rate Pr. Ct. Payable	When During Year	Amt. Accrued During Year
Mortgage bonds.....	\$100,000.00	.....	.....	.....	.....	.....	.....
Total mortgage bonds.....	\$100 000 00	.....	.....	.....	.....	.....	.....
Grand total.....	\$100,000.00	.....	.....	.....	.....	.....	.....

(Page 25.)

RECAPITULATION.

A. For Mileage owned by Road making this Report.

ACCOUNT—	Total Amount Outstanding	APPORTIONMENT		AMOUNT PER MILE OF LINE	
		To Railroads	To Other Properties	Miles	Amount
Capital stock—page 17	\$80,000.00	\$80,000.00	.....	12.5	\$8,400.00
Bonds—page 19 (grand total) .....	.....	.....	.....	.....	.....
Equipment trust obligations—page 21 .....	.....	.....	.....	.....	.....
Total .....	.....	.....	.....	.....	.....

B. For Mileage Operated by Road making this Report (Trackage Rights excluded), the Operations of Which are Included in the Income Account—Page 31.

NAME OF ROAD—	Capital Stock	Funded Debt	Total	AMOUNT PER MILE OF LINE	
				Miles	Amount
Red Lake Transportation Co.	\$80,000.00	.....	.....	12.5	\$8,400.00
Grand Total	\$80,000.00	.....	.....	12.5	\$8,400.00

(Page 27.) COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM—	Expenditures During Year Not Included in Operating Expenses		Total Cost to June 30, 1903	Total Cost to June 30, 1903	Cost Per Mile
	Charged to Income Acc't as Permanent Improvements	Charged to Construction or Equip- ment			
CONSTRUCTION.					
Engineering		\$208.10	\$1,944.21	\$2,153.31	\$173.27
Right of way and station grounds		888.00		888.00	70.64
Real estate					
Grading		8,011.76	25,189.78	33,151.54	2,852.12
Tunnels					
Bridges, trestles and culverts		380.00	747.46	1,077.46	86.19
Ties		990.00	5,242.35	6,232.25	498.58
Rails		4,125.00	11,878.81	15,998.61	1,279.89
Track fastenings		520.00	1,157.62	1,677.62	134.21
Frogs and switches					
Ballast					
Track laying and surfacing		1,450.00	1,964.93	1,964.93	157.19
Fencing right of way			2,964.48	4,414.48	358.15
Crossings, cattle guards, and signs					
Interlocking or signal apparatus					
Telegraph lines					
Station buildings and fixtures					
Shops, roundhouses, and turntables					
Shop machinery and tools					
Water stations					
Fuel stations					
Grain elevators					
Storage warehouses					
Docks and wharves					
Electric light plants					
Electric motor power plants					
Gas making plants					
Miscellaneous structures					
Legal expenses					
Interest and discount					
General expenses					
Total Construction		\$10,518.86	\$12,612.38	\$69,181.19	\$5,590.48

(Page 29.) COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.
Continued.

ITEM—	Expenditures During Year Not Included in Operating Expenses		Total Cost to June 30, 1902	Total Cost to June 30, 1903	Cost Per Mile
	Charged to Income Acct as Permanent Improvements	Charged to Construction or Equip- ment			
EQUIPMENT:					
Locomotives			\$8,999.37	\$8,999.37	\$559.95
Passenger cars					
Sleeping, parlor, and dining cars					
Baggage, express, and postal cars					
Combination cars					
Freight cars			450.00	450.00	36.00
Other cars of all classes			325.00	325.00	26.00
Logging cars.....		\$1,500.00	6,400 00	7,900.00	632.00
Total equipment		\$1,500.00	\$14,174.37	\$15,674.37	\$1,253.95
Total construction—page 27		16,518.86	52,612.33	69,131.19	5,530.48
Grand total cost construction, equipment, etc.		\$18,018.86	\$66,786.70	\$84,805.56	\$6,784.43
Total cost construction, equipment, etc.—State of Minnesota					

(Page 31.)

INCOME ACCOUNT.

For Roads Making Operating Reports.

Gross earnings from operation—Page 35.....	\$18,176.48	
Less operating expenses—Page 45.....	13,784.68	
Deficit	\$608.20	
 Total income		\$18,176.48
Deficit		608.20
 Deficit		<u>\$608.20</u>

(Page 35.) EARNINGS FROM OPERATION—STATE OF MINNESOTA.

ITEM.	Gross Earnings from Business Originating and Terminating in State of Minnesota	Deductions Account of Repayments, etc.	Actual Earnings	Gross Earnings from Interstate Business Accruing in State of Minnesota, Division Straight Mileage Basis	Deductions Account of Repayments, etc.	Actual Earnings	Total Gross Earnings, Including Interest and Interstate Business Accruing to State of Minnesota
PASSENGER:							
Passenger Revenue							
Less Repayments—							
Tickets Redeemed							
Excess Fares Refunded							
Other repayments							
Total Deductions							
Total Passenger Revenue							
Other items							
Total Passenger Earnings							
FREIGHT:							
Freight Revenue	\$13,176.48						
Less Repayments—							
Overcharge to shippers							
Other repayments							
Total Deductions							
Total Freight Revenue			\$13,176.48				
Total Freight Earnings			\$13,176.48				
Total Passenger and Freight Earnings			\$13,176.48				
OTHER RECEIPTS FROM OPERATION—							
Switching Charges—Balance							
Car mileage							
Hire of equipment							
Telegraph companies							
Rents not otherwise provided for							
Other sources							
Total Other Earnings							
Total gross receipts from operation—Minnesota			\$13,176.48				
Total gross receipts from operation—Entire Line			\$13,176.48				

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OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

Other Expenses	\$2,299.20
Total	\$2,299.20

MAINTENANCE OF EQUIPMENT.

Other Expenses	737.36
Total	\$737.36

CONDUCTING TRANSPORTATION.

Engine and Roundhouse Men	1,035.96
Fuel for Locomotives	4,550.00
Oil, Tallow, and Waste for Locomotives	417.76
Train Service	1,744.40
Total	\$7,748.12

GENERAL EXPENSES.

Salaries of General Officers	2,400.00
Salaries of Clerks and Attendants	800.00
Total	\$3,000.00

RECAPITULATION OF EXPENSES.

Maintenance of Way and Structures	2,299.20
Maintenance of Equipment	737.36
Conducting Transportation	7,748.12
General Expenses	3,000.00
Grand Total	\$13,784.68
Percentage of Expenses to Earnings—Entire Line	104.61
Percentage of Expenses to Earnings—Minnesota	104.61

(Page 49.) COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1902		ASSETS—	JUNE 30, 1903		YEAR ENDING JUNE 30, 1903	
Item	Total		Item	Total	Increase	Decrease
.....		Cost of road—page 27	\$16,518.86	\$69,131.19	\$16,518.86	.....
.....	\$52,612.33	Cost of equipment—page 29	1,500.00	15,674.37	1,500.00	.....
.....	14,174.87	Stocks owned—page 37 .....	.....	.....	.....	.....
.....	.....	Bonds owned—page 39 .....	.....	.....	.....	.....
.....	.....	Other permanent investments .....	.....	.....	.....	.....
.....	.....	Land owned .....	.....	.....	.....	.....
.....	.....	Cash and current assets—page 23 .....	.....	.....	.....	.....
.....	.....	Other Assets— .....	.....	.....	.....	.....
.....	.....	Equipment trusts .....	.....	.....	.....	.....
.....	.....	Materials and supplies .....	.....	.....	.....	.....
.....	.....	Sinking fund .....	.....	.....	.....	.....
.....	.....	Sundries	608.20	.....	.....	.....
.....	.....	Profit and loss—page 31 (or 33) .....	.....	.....	.....	.....
.....	\$68,786.70	Grand total	\$18,627.06	\$84,805.56	\$18,018.86	.....

(Page 51.) COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1902		LIABILITIES—	JUNE 30, 1903		YEAR ENDING JUNE 30, 1903	
Item	Total		Item	Total	Increase	Decrease
.....		Capital stock—page 17 .....	.....	.....	.....	.....
.....	\$80,000.00	Funded debt—page 23 .....	.....	\$80,000.00	.....	.....
.....	.....	Current liabilities—page 23 .....	.....	.....	.....	.....
.....	.....	Real estate mortgages .....	.....	.....	.....	.....
.....	.....	Accrued interest on funded debt not yet payable .....	.....	.....	.....	.....
.....	.....	Profit and loss—page 31 (or 33) .....	.....	608.20	.....	.....
.....	\$80,000.00	Grand total .....	.....	\$80,608.20	.....	.....

(Page 53.)

IMPORTANT CHANGES, DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 9. All other important financial changes.

I. Extension of road from Nebish to Whitefish, 2½ miles.

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EMPLOYEES AND SALARIES—STATE OF MINNESOTA.

CLASS—	Number	Total No. of Days Worked	Total Yearly Compensation	Average Daily Compensation
General officers	5	.....	\$ 2,400.00	\$4.00
Other officers .....	.....	.....	.....	.....
General office clerks	2	.....	600.00	1.00
Station agents .....	.....	.....	.....	.....
Other station men .....	.....	.....	.....	.....
Enginemen	2	356	1,035.96	2.91
Firemen	2	356	551.80	1.55
Conductors	1	178	432.54	2.43
Other trainmen	1	178	396.94	2.23
Machinists .....	.....	.....	.....	.....
Carpenters	1	156	282.36	1.81
Other shopmen	1	182	455.00	2.50
Section foremen .....	.....	.....	.....	.....
Other trackmen .....	.....	.....	.....	.....
Switchmen, flagmen and watchmen.....	.....	178	363.12	2.04
Switchmen, flagmen, and watchmen.....	2	312	483.60	1.55
Telegraph operators and dispatchers .....	.....	.....	.....	.....
Employees—account floating equipment.....	.....	.....	.....	.....
All other employees and laborers.....	6	1,068	1,815.60	1.70
Total (including "General Officers")	.....	.....	.....	.....
Minnesota	23	.....	\$ 8,816.92	.....
Less "General Officers"	5	.....	3,000.00	.....
Total (excluding "General Officers")—	.....	.....	.....	.....
Minnesota	18	.....	\$ 5,816.92	.....
Distribution of Above—	.....	.....	.....	.....
General administration	7	.....	3,000.00	.....
Maintenance of way and structures.....	7	.....	2,299.20	.....
Maintenance of equipment	2	.....	737.36	.....
Conducting transportation	7	.....	2,730.36	.....
Total (including "General Officers")—	.....	.....	.....	.....
Minnesota .....	.....	.....	\$ 8,816.92	.....
Less "General Officers" .....	.....	.....	3,000.00	.....
Total (excluding "General Officers")—	.....	.....	.....	.....
Minnesota	\$ 5,816.92	\$2.53
Total (including "General Officers")—
Entire Line	8,816.92	2.53

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TRAFFIC AND MILEAGE STATISTICS—STATE OF MINNESOTA.

ITEM—	Column for No. Passen- gers, Tonnage, Car Mileage, No. Cars, etc.	Columns for Revenue and Rates.
		Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue.....		
Number of passengers carried one mile.....		
Number of passengers carried one mile per mile of road.....		
Average distance carried..... miles.....		
Total passenger revenue—page 35.....		
Average amount received from each passenger.....		
Average receipts per passenger per mile.....		
Total passenger earnings—Page 35.....		
Passenger earnings per mile of road.....		
Passenger earnings per train mile.....		
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue.....		
page 63.....	105 412	
Number of tons carried one mile.....	1,054,120	
Number of tons carried one mile per mile of road.....	105,412	
Average distance haul of one ton..... miles.....	10	
Total freight revenue—page 35.....		13,176.48
Average amount received for each ton of freight.....		.12.5
Average receipts per ton per mile.....		.01.25
Total freight earnings—page 35.....		13,176.48
Freight earnings per mile of road.....		1,317.64
Freight earnings per train mile.....		1.01
TOTAL TRAFFIC—		
Gross earnings from operation—page 35.....	13,176.48	
Gross earnings from operation per mile of road.....	1,317.64	
Gross earnings from operation per train mile.....	1.01	
Operating expenses—page 45.....		13,784.68
Operating expenses per mile of road.....		1,378.46
Operating expenses per train mile.....		
Income from operation—page 31.....		
Income from operation per mile of road.....		
CAR MILEAGE, ETC.—		
Mileage of passenger cars.....		
Average number of passenger cars per train mile.....		
Average number of passengers per train mile.....		
Mileage of loaded freight cars—North or East.....	6,525	
Mileage of loaded freight cars—South or West.....		
Mileage of empty freight cars—North or East.....		
Mileage of empty freight cars—South or West.....	6,525	
Average number of freight cars per train mile.....	15	
Average number of loaded cars per train mile.....		
Average number of empty cars per train mile.....		
Average number of tons of freight per train mile.....		
Average number of tons of freight per loaded car mile.....	8	
Average mileage operated during year.....	10	
	Miles.	Miles.
TRAIN MILEAGE—		
Mileage of revenue passenger trains.....		
Mileage of locomotives employed in "helping" passenger trains.....		
Percentage of "helping" to revenue train mileage.....		
Mileage of revenue mixed trains.....		
Mileage of revenue freight trains.....		
Mileage of locomotives employed in "helping" mixed and freight trains.....		
Percentage of "helping" to revenue train mileage.....		
Total revenue train mileage.....		
Mileage of nonrevenue trains.....		

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FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

COMMODITY—	Freight Originat- ing on this Road Tons	Freight Received from Connecting Roads and Other Carriers Tons	Total Freight Tonnage	
			Whole Tons	Per Cent
Products of Agriculture—				
Grain				
Flour				
Other mill products				
Hay				
Tobacco				
Cotton				
Fruit and vegetables				
Products of Animals—				
Live stock				
Dressed meats				
Other packing-house products				
Poultry, game and fish				
Wool				
Hides and leather				
Products of Mines—				
Anthracite coal				
Bituminous coal				
Coke				
Ores				
Stone, sand and other like articles				
Products of Forest—				
Lumber				
Logs	105,412			
Manufactures—				
Petroleum and other oils				
Sugar				
Naval stores				
Iron, pig and bloom				
Iron and steel rails				
Other castings and machinery				
Bar and sheet metal				
Cement, brick and lime				
Agricultural implements				
Wagons, carriages, tools, etc.				
Wines, liquors and beers				
Household goods and furniture				
Merchandise				
Miscellaneous; other commodities not mentioned above				
Total tonnage—Minnesota				
Total tonnage—Entire line	105,412			

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DESCRIPTION OF EQUIPMENT.

ITEM.	No. Added During Year	Total No. at End of Year	Equipment Fitted With Train Brake		Equipment Fitted with Automatic Coupler	
			No.	Name	No.	Name
Locomotives—Owned and leased						
Passenger.....						
Freight.....		2		Steam		
Switching.....						
Total locomotives in service.....		2				
Less locomotives leased.....						
Total locomotives owned.....		2				
Cars—Owned and leased—						
In Passenger Service—						
First-class cars.....						
Second-class cars.....						
Combination cars.....						
Emigrant cars.....						
Dining cars.....						
Parlor cars.....						
Sleeping cars.....						
Baggage, express and postal cars.....						
Other cars in passenger serv- ice.....						
Total						
In Freight Service—						
Box cars.....						
Flat cars.....	1					
Stock cars.....						
Coal cars.....						
Tank cars.....						
Refrigerator cars.....						
Other cars in freight service.....	47					
Total	48					
In Company's Service—						
Officers' and pay cars.....						
Gravel cars.....	1					
Derrick cars.....						
Caboose cars.....	1					
Other road cars.....						
Total	49					
Total cars in service.....	49					
Less cars leased.....						
Total cars owned.....	49					
Cars contributed to fast freight line service.....						

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MILEAGE

Mileage of Road Operated (All Tracks).

LINE IN USE—	Line Represented by Capital Stock		Line of Proprietary Companies	Line Operated Under Lease	Line Operated Under Contract Etc.	Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs							Iron	Steel
Miles of single track.....	12.5	2						2.5		
Miles of second track.....										
Miles of third track.....										
Miles of fourth track.....										
Miles of yard track and sidings.....										
Total mileage operated (all tracks).....	12.5	2					14.5	2.5		

(Page 67B.)

MILEAGE—STATE OF MINNESOTA.

Mileage of Road Operated (All Tracks).

LINE IN USE—	Line Represented by Capital Stock		Line of Proprietary Companies	Line Operated Under Lease	Line Operated Under Contract Etc.	Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs							Iron	Steel
Miles of single track.....	12.5	2						1.5		
Miles of second track.....										
Miles of third track.....										
Miles of fourth track.....										
Miles of yard track and sidings.....										
Total Mileage Operated (all tracks).....	12.5	2					14.5	2.5		

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CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES—	Coal, Tons, Bitumi- nous	Wood, Cords, Soft	Total Fuel Consumed, Tons	Miles Run	Average Pounds Consumed Per Mile
Passenger.....					
Freight.....		3,500		13,050	
Switching.....					
Construction.....					
Total		3,500		13,050	
Average cost at distributing point....		\$1.30			

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ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

A. Accidents Resulting from the Movement of Trains, Locomotives or Cars.

KIND OF ACCIDENT	EMPLOYEES												Total	
	Trainmen		Switchmen, Flagmen and Watchmen		Station Men		Shop Men		Trackmen		Other Employees			
	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd		
Coupling or uncoupling														
Collisions		3												3
Deraillments														
Parting of trains														
Locomotives or Cars breaking down														
Falling from trains, locomotives, or cars														
Jumping on or off trains, locomotives, or cars		1												1
Struck by trains, locomotives, or cars														
Overhead obstructions														
Other causes														
Total		4												4
KIND OF ACCIDENT	PASSENGERS		OTHER PERSONS						SUMMARY		Total			
			Trespassing		Not Trespassing		Total							
	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd				
Collisions														
Deraillments														
Parting of trains														
Locomotives or cars breaking down														
Falling from trains, locomotives, or cars														
Jumping on or off trains, locomotives, or cars														
Struck by trains, locomotives, or cars														
At highway crossings														
At stations														
At other points along track														
Other causes														
Total														4

(Page 78.) CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

WORKING DIVISIONS OR BRANCHES				ALIGNMENT			PROFILE					
From	To	Miles	Num- ber of Curves	Agg'gate Length of Curved Line Miles	Length of Straight Line Miles	Length of Level Line Miles	Ascending Grades		Descending Grades			
							No.	Sum of Ascents Feet	Aggregate Length of Ascending Grades Miles	No.	Sum of Descents Feet	Aggregate Length of Descending Grades Miles
Red Lakr.....	Nebish	10	14	1.64	8.41	2.40	12	42	2.55	17	146	5.10
Nebish	Whitefish.....

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CHARACTERISTICS OF ROAD—Continued—STATE OF MINNESOTA.

Bridges, Trestles, Tunnels, Etc.

ITEM.	Number	Aggregate Length Feet	Minimum Length Feet	Maximum Length Feet	ITEM	Number	Height of Lowest Above Surface of Rail Ft. In.
Bridges—					Overhead Highway Crossings—		
Stone.....					Bridges.....		
Iron.....					Conduits.....		
Wooden.....	5	588	72	84	Trestles.....		
Total.....	5	588			Total.....		
					Overhead Railway Crossings:		
					Conduits.....		
					Bridges.....		
					Trestles.....		
Trestles					Total.....		

Gauge of track, 4 feet 8½ inches. 14.5 miles.

TAXES AND ASSESSMENTS OF ALL KINDS.

(Page 79.)

STATE OR TERRITORY—	AD VALOREM TAX		SPECIFIC TAXES				On Prop-erty Owned not Used in Operation and Miscellaneous	Internal Revenue, U. S. Govern-ment	Total
	On the Value of Real and Personal Property	On the Value of Stocks or Bonds, or on Valuation Based on Earnings, Dividends, or other Re-sults of Operation	On Stocks, Bonds, Loans, etc.	On Gross or Net Earnings, Revenue, or Dividends	On Traffic or Some Phys-ical Quality of Property or on Privilege				
Minnesota	\$238 39	.....	.....	.....	.....	.....
Total	\$238 39	.....	.....	.....	.....	.....

St. Paul Minneapolis & Manitoba Railway.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? St. Paul, Minneapolis & Manitoba Railway Co.

2. Date of organization? May 23rd, 1879.

3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. State of Minnesota.

The Minnesota & Pacific Railway Company was organized under special act of the legislative assembly of the Territory of Minnesota, approved May 22nd, 1857. By subsequent acts of the legislature of the State of Minnesota the St. Paul & Pacific Railway Company succeeded to all the rights and privileges and franchises of the Minnesota & Pacific Railway Company.

Subsequently the first division of the St. Paul & Pacific Railroad Company was organized under provisions of an act of the legislature of the State of Minnesota, authorizing certain stockholders of the St. Paul & Pacific Railroad Company to organize and operate a portion of its line covered by mortgages executed by it, pursuant to the provisions of and as confirmed by an act of the legislature of the state, approved February 6th, 1866.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same.

Mortgages executed by the St. Paul & Pacific Company and the First Division Company were foreclosed and the property purchased at foreclosure sales by a syndicate which organized the St. Paul, Minneapolis & Manitoba Railway Company under provisions of Chapter 30, Laws of 1876, State of Minnesota, being Section 87 of Chapter 34 of the General Statutes of the State of Minnesota. Upon its organization it became the owner of all the property, rights, privileges and franchises of the railroad companies named above and succeeded to and became the owner of all the charters, rights, privileges and franchises under the said act of May 22nd, 1857, and all acts amendatory thereof and supplemental thereto. That act, with its amendments, constitutes the charter of this company.

7. What carrier operates the road of this company? Great Northern Railway Company.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Louis W. Hill	St. Paul, Minn.	
Lord Strathcona and Mount Royal	Glencoe, Scotland.	
R. I. Farrington	St. Paul, Minn.	
E. Sawyer	St. Paul, Minn.	
James J. Hill	St. Paul, Minn.	
M. D. Grover	St. Paul, Minn.	
Samuel Hill	Minneapolis, Minn.	

When
successor
is elected

Total number of stockholders at date of last election? 64.

Date of last meeting of stockholders for election of directors? October 9, 1902.

Give post-office address of general office? St. Paul, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? John G. Drew, Comptroller, St. Paul, Minn.

(Page 7.)

OFFICERS.

Title.	Name.	Location of Office.
President	Louis W. Hill.....	St. Paul, Minn.
First vice-president	Lord Strathcona and Mount Royal.....	Glencoe, Scotland
Second vice-president	R. I. Farrington.....	St. Paul, Minn.
Secretary, and Assistant Treasurer	E. Sawyer.....	St. Paul, Minn.
Treasurer, and Assistant Secretary	E. T. Nichols....	New York City, N. Y.
General solicitor	M. D. Grover.....	St. Paul, Minn.
Comptroller	John G. Drew.....	St. Paul, Minn.
Chief engineer	A. H. Hogeland.....	St. Paul, Minn.
Land commissioner	C. H. Babcock.....	St. Paul, Minn.

(Page 13.)

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

(For Roads not Making Operating Reports.)

Name of Railroad the Income of which from Lease, or from other Assignment for Operation, is Included in the Income Account—Page 33.

NAME—	Terminals	By What Company Operated	Under What Kind of Contract Operated	Miles of Line
St. Paul, Minneapolis & Manitoba Ry	St. Paul and Minneapolis, to St. Vincent, via Neche, N. D., Gt. Falls, Mont., Everett, Wash. and branch lines in the States of Minnesota, North and South Dakota and Montana	Gt. Northern Ry...	Lease.....	3,801.54
Total Mileage.....	.....	.....	.....	3,801.54

(Page 15.)

PROPERTY LEASED OR OTHERWISE CONTROLLED FOR OPERATION.

[For Subsidiary Roads Making Either Operating Reports or Financial Reports.]

Give below a definite statement, as required by the Instructions on page 14, of the operating agreement or controlling relation existing between the company for which the report is made and the company by which it is operated or controlled, whether through lease, contract, or other agreement, or through ownership of capital stock.

Lines of this Company were leased to the Great Northern Railway Company on February 1, 1890, for a period of 999 years.

Lease recorded in Office of Secretary of State, State of Minnesota, on the 9th day of May, 1890.

The Great Northern Railway Company pays as rental:—All interest as same becomes due during the term of the lease on this Company's bonds or for which this Company may be liable as a guarantor; Quarterly a sum equal to $1\frac{1}{2}$ per cent on the Capital Stock of this company free from all taxes; All taxes and assessments upon the property, gross earnings or income of this company as same shall become due and payable, during the term of this lease; A sum equal to \$1,500 per month or such portion thereof as shall be required for paying the expenses of maintaining this company's organization and the transacting of its necessary business.

(Page 17.)

CAPITAL STOCK.

DESCRIPTION—	Number of Shares Authorized	Par Value of Shares	Total Par Value Authorized	Total Am't Issued and Outstanding	Dividends Declared During Year	
					Rate Per Cent	Amount
Capital stock.....	200,000	\$100.00	\$20,000,000	\$20,000,000	6	*\$1,200,000
Common.....						
Preferred.....						
Total.....	200,000		\$20,000,000	\$20,000,000		\$1,200,000

* See note page 16.

MANNER OF PAYMENT FOR CAPITAL STOCK.

	Number of Shares Issued during year.	Cash Realized on Amount Issued during Year	Total No. Shares Issued and Outstanding.	Total Cash Realized.
Issued for cash.....			50,000	\$5,000,000
Common.....				
Preferred.....				
Issued for construction—				
Common.....				
Preferred.....				
Issued for reorganization.....			150,000	†15,000,000
Common.....				
Preferred.....				
Total.....			200,000	\$20,000,000

† See statement page 2.

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EXPLANATORY REMARKS.

Note.—A dividend of 1½ per cent has been paid quarterly out of the rentals received from the Gt. Northern Ry. Co.

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

CLASS OF BOND OR OBLIGATION.	TIME		Amount Authorized Issue	Amount Issued	Amount Outstanding	Cash Realized on Amount Issued.	INTEREST			
	Date of Issue	When Due					Rate Pr. Ct.	When Payable	Amt. Accrued During Year	Amount Paid During Year
Second mortgage bonds.....	1879	1909	\$8,000,000.00	\$8,000,000.00	\$7,369,000.00	{ See note, page 2. }	6	{ April 1 Oct. 1 }	{ \$446,585.00 }	{ See note 4, page 18. }
Dakota extension mortgage bonds.	1880	1910	6,000,000.00	5,676,000.00	5,565,000.00	\$5,683,642.65	6	{ May 1 Nov. 1 }	{ 334,390.00 }	{ See note 4, page 18. }
Consolidated mortgage bonds.....	1883	1933	50,000,000.00	{ 13,344,000.00 }	{ 13,344,000.00 }	13,344,000.00	6	{ Jan. 1 July 1 }	{ 800,640.00 }	{ See note 4, page 18. }
				{ 23,719,000.00 }	{ 23,719,000.00 }	19,583,000.00	4 1/4	{ Jan. 1 July 1 }	{ 889,650.00 }	{ See note 4, page 18. }
Montana extension mortgage bonds Less bonds in hands of trustee of Pacific extension mortgage in accordance with terms of that mortgage.....	1887	1937	25,000,000.00	21,687,000.00						
Pacific extension mortgage bonds.	1890	1940	\$6,000,000	11,502,000.00	10,185,000.00	8,675,577.50	4	{ June 1 Dec. 1 }	{ 407,400.00 }	{ See note 4, page 18. }
				\$10,185,000.00						
Improvement bonds.....	July 1 1902	1922	{ \$5,300,000.00 }	\$6,000,000.00	{ 29,090,909.09 }	29,090,909.09	4	{ Jan. 1 July 1 }	{ 581,818.18 }	{ See note 3, page 18. }
				5,000,000.00	{ See note 2 page 18. }	5,000,000.00	4	{ Jan. 1 July 1 }	{ }	{ See note 5, page 18. }
Total mortgage bonds.....					\$80,089,909.09				\$3,460,463.18	
Grand total.....					\$90,089,909.09				\$3,460,463.18	

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EXPLANATORY REMARKS.

Note 1.—Included in this amount are \$10,000.00 sold to stockholders under a resolution of the Board of Directors, passed April 12, 1883, paid as follows: \$1,000,000 in cash and railroad's equipment and other property costing over \$9,000,000.

Note 2.—The Pacific Extension Bonds were issued and turned over to the Great Northern Ry. Co. as payment on account of construction of line to the Pacific Coast. Of these bonds \$3,000,000 are in the treasury of the Great Northern Ry. Co.

Note 3.—The amount of interest shown for Pacific extension bonds, viz.: \$581,818.18, is 4 per cent on \$23,000,000. On exchange, these bonds being in the hands of the public. The balance are in the hands of the G. N. Ry. and interest is not accrued thereon.

Note 4.—The interest on this Company's bonds is paid by the Great Northern Ry. Co. under contract for lease of this Company's Railway, dated Feb. 1, 1890.

Note 5.—Improvement Bonds were issued and transferred to the Great Northern Ry. Co. in payment for additions and improvements made by that company to the property owned by this company. Bonds are held in treasury of G. N. Ry. Co. and no interest is accrued on same.

(Page 23.)

RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT—	Amount Issued	Amount Outstanding	INTEREST	
			Amount Accrued during Year	Amount Paid during Year
Mortgage bonds—Page 19
Miscellaneous obligations—page 19
Income bonds—page 19
Equipment trust obligations—page 21
Total	\$90,089,909.09	\$3,460,463.18	See note 4, page 18
	
		\$90,089,909.09	\$3,460,463.18	.....

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.	Current Liabilities Accrued to and Including June 30, 1903.	
Cash	\$35,632.59	Receiver's certificates
Bills receivable .....	.....	Loans and bills payable
Due from agents .....	.....	Audited vouchers and accounts
Due from solvent companies and individuals	702.11	Wages and salaries
Net traffic balances due from other companies .....	.....	Net traffic balances due to other companies
Other cash assets (excluding "Materials and Supplies") .....	.....	Dividends not called for
		Matured interest coupons unpaid (inc. coupons due July 1)
		Rents due July 1
		Miscellaneous
Total—Cash and current assets	\$36,334.70	Total—Current liabilities
Balance—Current liabilities .....	.....	Balance—Cash assets
Total	\$36,334.70	Total

*Materials and supplies on hand, none. (See General Balance Sheet—page 49.)

(Page 25.)

RECAPITULATION.

A. For Mileage owned by Road making this Report.

ACCOUNT—	Total Amount Outstanding	APPORTIONMENT		AMOUNT PER MILE OF LINE	
		To Railroads	To Other Properties	Miles	Amount
Capital stock—page 17	\$20,000,000.00	\$20,000,000.00	.....	3,801.94	\$5,281
Bonds—page 19 ("Grand Total")	90,089,909.09	90,089,909.09	.....	3,854.76	28,371
Equipment trust obligations—page 21 .....	.....	.....	.....	.....	.....
Total	\$110,089,909.09	\$110,089,909.09	.....	.....	\$98,632

(Page 27.) COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM—	Expenditures During Year Not Included in Operating Expenses		Total Cost to June 30, 1902	Total Cost to June 30, 1903	Cost Per Mile
	Charged to Income Acc't as Permanent Improvements	Charged to Construction or Equip- ment			
CONSTRUCTION:					
Engineering		\$0.94			
Right of way and station grounds		8.50			
Real estate					
Grading		1,854.52			
Tunnels		2,077.80			
Bridges, trestles, and culverts		\$103.80			
Ties		\$2,448.15			
Rails		\$244.10			
Track fastenings		812.83			
Frogs and switches		217.80			
Ballast		555.38			
Track laying and surfacing		5,523.39			
Fencing right of way		158.53			
Crossings, cattle guards, and signs					
Interlocking or signal apparatus					
Telegraph lines					
Station buildings and fixtures					
Shops, roundhouses, and turntables					
Shop machinery and tools					
Water stations		956.10			
Fuel stations					
Grain elevators					
Storage warehouses					
Docks and wharves					
Electric light plants					
Electric motive power plants					
Gas making plants					
Miscellaneous structures					
Legal expenses					
Interest and discount					
General expenses					
Total Construction		\$0,864.04	\$112,753,452.14	\$121,702,816.18	\$999,252.79

Cannot give details

•Deduct. \$On basis of \$3,854.78 shown for bonds on page 25.

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COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.
Continued.

ITEM—	Expenditures During Year Not Included in Operating Expenses		Total Cost to June 30, 1902	Total Cost to June 30, 1903	Cost Per Mile
	Charged to Income Acct as Permanent Improvements	Charged to Construction or Equip- ment			
EQUIPMENT:					
Locomotives					
Passenger cars					
Sleeping, parlor, and dining cars					
Baggage, express, and postal cars					
Combination cars					
Freight cars					
Other cars of all classes					
Floating equipment					
Total equipment					
Total construction—page 27		\$9,869.04	\$9,698,310.89	\$9,698,310.89	\$2,515.40
Grand total cost construction, equipment, etc.			112,763,452.14	113,763,816.18	29,352.73
Total cost construction, equipment, etc.—State of Minnesota			\$122,449,763.03	\$123,459,127.07	\$31,708.12
			Can-	not	state.

Does the absence of any entry under the heading "Included in Operating Expenses" (page 27 or 28) mean that no expenditures for permanent improvements or betterments have been charged to operating expense accounts?

Do the amounts entered under the heading "Included in Operating Expenses" (page 27 or 28) cover all expenditures for permanent improvements or betterments charged to operating expense accounts?

EXPLANATORY REMARKS.

The Company's property being leased to the Great Northern Ry. Co., the cost of any improvements and betterment, made to the property during the year and charged to the operation expenses, would appear in the return of that company.

(Page 33.)

INCOME ACCOUNT.

(For Roads not Making Operating Reports.)

Income from lease of road		\$4,666,510.90
Miscellaneous income—less expenses—page 41.....	\$13,003.38	
Income from other sources		13,003.38
Total income		\$4,679,514.28
Salaries and maintenance of organization	\$6,047.72	
Interest on funded debt accrued—page 23.....	3,460,463.18	
Total deductions from income		3,466,510.90
Net income		\$1,213,003.38
Dividends, 6 per cent, stock—page 17.....	\$1,200,000.00	
Total		1,200,000.00
Surplus from operations of year ending June 30, 1903..		\$13,003.38
Surplus on June 30, 1902 (from "General Balance Sheet." 1902 report).....		1,999,799.07
Surplus on June 30, 1903 (For entry on "General Balance Sheet," page 51)		\$2,012,802.45

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MISCELLANEOUS INCOME.

ITEM—	Gross Income	Less Expenses	Net Miscellaneous Income
Receipts from sale of land lying within the Land Grant on the Dakota side of the Red River			\$12,008.33
Total			\$12,008.33

(Page 49.) COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1902		ASSETS—	JUNE 30, 1903		YEAR ENDING JUNE 30, 1903	
Item	Total		Item	Total	Increase	Decrease
\$112,753,452.14		Cost of road—Page 27	\$112,762,816.18			
9,686,310.89		Cost of equipment—Page 28	9,686,310.89		\$9,384.04	
		Stocks owned—Page 37				
		Bonds owned—Page 39				
		Other permanent investments				
859,946.93		Premium on bonds exchanged or redeemed	948,682.51	\$123,407,800.58	\$68,765.59	
	\$123,309,679.96	Lands owned				
		Cash and current assets—Page 23		36,334.70		\$4,835.71
	41,170.41	Other Assets—				
		Equipment trusts				
		Materials and supplies				
		Sinking funds				
		Sundries				
		Profit and loss—Page 31 (or 33)				
	\$123,550,850.37	Grand total		\$123,444,144.28	\$68,263.91	

(Page 51.) COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1902		JUNE 30, 1903		YEAR ENDING JUNE 30, 1903	
Item	Total	LIABILITIES—		Item	Total
	\$20,000,000.00	Capital stock—Page 17			\$20,000,000.00
	90,874,999.09	Funded debt—Page 23			90,889,999.09
	10,087.47	Current liabilities—Page 23			6,000.31
		Real estate mortgages			
		Accrued interest on funded debt not yet payable			
		Sinking Funds—			
\$31,082.94		Cash	\$30,329.39		
5,928,400.00		First Mortgage Bonds	5,928,400.00		
3,461,000.00		Consolidated Mortgage Bonds	4,186,000.00		
889,916.98		Premium on Bonds redeemed	948,082.51		
	\$10,220,392.87	Advances for construction for which bonds may be issued	11,008,411.90		
	245,654.87	Profit and loss—Page 31 (or 32)	242,020.53		
	1,999,793.07		2,012,802.45		
	\$123,350,850.37	Grand total	\$123,444,144.28		
				Increase	
				Decrease	
					\$785,000.00
					4,087.16
					783.55
					\$785,000.00
					88,785.58
					3,684.94
					15,008.38
					\$93,298.91

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IMPORTANT CHANGES DURING THE YEAR—STATE OF
MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

1. St. Vincent to boundary line, 2.61.
7. Consolidated mortgage bonds issued in exchange for second mortgage bonds, \$134,000; Dakota extension bonds, \$8,000.
8. Bonds redeemed or exchanged, second mortgage bonds exchanged, \$134,000; Dakota extension bonds exchanged, \$8,000; Consolidated mortgage bonds redeemed, \$785,000.

(Page 57.) SECURITY FOR FUNDED DEBT—Page 23.

Bold face figures show second lien.

CLASS OF BOND OR OBLIGATION—	Total	Second Mortgage	Dakota Ext. Mortgage	Consolidated Mortgage	Montana Ext. M. ge.	Pacific Ext. M. ge.
St. Paul to St. Vincent.....	390.075	390.075	.....	390.075	.....	.....
St. Vincent to Boundary Line.....	2.610	2.610	.....	2.610	.....	.....
State Fair Ground Spec.....	.640	.640	.....	.640	.....	.....
Elk River to Milaca.....	31,800	.....	.....	31,800 *	.....	.....
Ossau Junction, Minn., to St. Cloud, Minn.....	63.330	.....	.....	63.330 *	.....	.....
Willmar, Minn., to Hackley, Minn.....	122.080	.....	.....	122.080 *	.....	.....
St. St. Cloud, Minn., to Sauk Rapids, Minn.....	2.130	2.130	.....	2.130	.....	.....
North St. Cloud Branch.....	2.530	.....	.....	2.530 *	.....	.....
Sauk Centre, Minn., to Park Rapids, Minn.....	90.961	.....	.....	90.961 *	.....	.....
Evansville to Yarmouth, Minn.....	32.031	.....	.....	32.031 *	.....	.....
Fergus Falls, Minn., to Pelican Rapids, Minn.....	21.648	.....	.....	21.648 *	.....	.....
Shirley, Minn., to St. Hilaire, Minn.....	21.550	.....	.....	21.550 *	.....	.....
Red Lake Falls, Minn., to Thief River Falls.....	17.717	.....	.....	17.717 *	.....	.....
Minneapolis Junction, Minn., to Laramore, N. D.....	340.280	205.180	35.019	305.261	.....	.....
Hutchinson Junction, Minn., to Hopkins, Minn.....	3.440	.....	100.081	.....	.....	.....
Spring Park to Hutchinson, Minn.....	43.910	.....	.....	3.440 *	43.910 *	.....
Benson, Minn., to Watertown, S. D.....	91.624	.....	.....	45.924 *	.....	.....
Morris, Minn., to Brown's Valley, Minn.....	46.680	.....	45.760	45.700	.....	.....
			46.680	46.680	.....	.....

SECURITY FOR FUNDED DEBT—Continued.

	Total	Second Mortgage	Dakota Ext. Mortgage	Consolidated Mortgage	Montana Ext. Mgt.	Pacific Ext. Mgt.
Yarmouth, Minn., to Ellendale, N. D.....	104,321		95,141	9,180*		
Rutland, N. D., to Aberdeen, S. D.....	64,000		64,000	64,000 *		
Wahpeton, N. D., to Moorhead, Minn.....	42,910		6,020	36,890*		
Moorhead Junction, Minn., to Carman, Minn.....	66,590			66,590 *		
Addison West Line, N. D., to Rita.....	11,780			11,780 *		
Casselton Junction, N. D., to Portland, N. D., via Mayville.....	47,030		47,030	47,030 *		
Ripon, N. D., to Aneta, N. D.....	57,570		57,570	57,570 *		
Barnesville Junction, Minn., to Grand Forks, N. D.....	98,140		98,140	98,140		
Grand Forks, N. D., to Neche (Boundary Line).....	80,940		80,940	80,940		
Halstad, Minn., to Alton, N. D.....	8,500		8,500	8,500 *		
Grafton, N. D., to Wahalla, N. D.....	47,838		47,838	47,838 *		
Carman, Minn., to Foston, Minn.....	46,080			46,080 *		
Crookston, Minn., to Red River.....	786,212	23,542				
Red River to Montana State Line.....			350,730	23,542		
North Dakota State Line to South Side Sun River.....				350,730	411,940	
Park River, N. D., to Hannah, N. D.....	94,940		94,940	94,940 *		
Rugby Junction, N. D., to Bottineau, N. D.....	38,659		38,659	38,659 *		
Church's Ferry to St. John's, N. D.....	55,210		55,210	55,210 *		
Johnstown Junction, Mont., to junction with Sand Coulee Branch..	3,100				3,100	

West Side Branch at Great Falls, Mont.....	5.040	.....	.....	5.040	.....
Pacific Junction, Mont., to Everett, Wash.....	817.950	.....	.....	382.350	435.600)
					382.350)
Total 1st Lien.....	3,801.846	624.177	1,283.978	802.430	435.600
2nd Lien.....				1,908.155	382.350
Total Mileage Covered.....	3,801.846	.....	.....	.....	817.950

*Consols issued.

Consol Mortgage Bonds cover additional tracks as follows:

Second track, St. Paul and Minneapolis.....	27.88
Second track, St. Cloud.....	1.54
Third and fourth tracks, St. Paul and Minneapolis.....	18.58
Fifth track.....	2.319
Sixth track.....	.724)
Bonds not issued on.....	.716)
	51.759

The Pacific Extension Mortgage covers 2nd track at Spokane..... 1.19 miles

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EMPLOYEES AND SALARIES—STATE OF MINNESOTA.

CLASS—	Number	Total No. of Days Worked	Total Yearly Compensa- tion	Average Daily Compensa- tion
General Officers	\$ 3,480.00	.....
Other Officers
General Office Clerks	2,359.92	.....
Station Agents
Other Station Men
Enginemmen
Firemen
Conductors
Other Trainmen
Machinists
Carpenters
Other Shopmen
Section foremen
Other Trackmen
Switchmen, Flagmen and Watchmen
Telegraph Operators and Dispatchers
Employees—Account Floating Equipment
All other Employees and Laborers
Total (Including "General Officers")—
Minnesota	\$ 5,839.92	.....
Less "General Officers"	3,480.00	.....
Total (excluding "General Officers")—
Minnesota	\$ 2,359.92	.....
DISTRIBUTION OF ABOVE:
General Administration	\$ 5,839.92	.....
Maintenance of Way and Structures
Maintenance of Equipment
Conducting Transportation
Total (Including "General Officers")—
Minnesota	\$ 5,839.92	.....
Less "General Officers"	3,480.00	.....
Total (excluding "General Officers")—
Minnesota	\$ 2,359.92
Total (Including "General Officers")
Entire Line	\$ 2,359.92

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DESCRIPTION OF EQUIPMENT.

Equipment leased to the G. N. Ry. and reported by that Com-
pany.

MILEAGE—STATE OF MINNESOTA.

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OR TERRITORY—	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year.	RAILS	
	Main Line	Branches and Spurs			Iron	Steel
Minnesota	1,849.91	.....	1,849.91	2.61	82.53	1,817.38
North Dakota	1,114.65	.....	1,114.65	.04	49.99	1,064.66
South Dakota	99.25	.....	99.25	.....	.....	99.25
Montana	802.43	.....	802.43	.....	.....	802.43
Idaho	82.70	.....	82.70	.....	.....	82.70
Washington	852.90	852.90	352.90
Total mileage owned (single track)	3,801.84	3,801.84	2.65	82.53	3,719.32

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MILEAGE.

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OF MINNESOTA—	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year.	RAILS	
	Main Line	Branches and Spurs			Iron	Steel
Minnesota	1,849.91	1,849.91	2.61	82.53	1,819.38
Total mileage owned (single track)	1,849.91	1,849.91	2.61	82.53	1,817.38

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CHARACTERISTICS OF ROAD—Continued—STATE OF MINNESOTA.

Bridges, Trestles, Tunnels, Etc.

ITEM	Number	Aggregate Length Feet	Minimum Length Feet	Maximum Length Feet	ITEM	Number	Height of Lowest Above Surface of Rail Ft. In.
Bridges—					Overhead Highway Crossings—		
Stone.....	39	4,913	20	688	Bridges.....		
Iron.....	86	2,408	44	144	Conduits.....		
Wooden.....					Trestles.....		
Combination.....					Total.....	79	18
Total.....	75	7,316			Overhead Railway Crossings—		
					Bridges.....		
					Conduits.....		
					Trestles.....		
					Total.....	1	18
Trestles.....	1,079	52,701	5	820	Tunnels.....		
Tunnels.....							

Gauge of track, 4 feet 8½ inches. 1,349.91 miles.

TELEGRAPH.

A. Owned by Company Making This Report.

Miles of Line	Miles of Wire	Operated by This Co.		Operated by Another Company.		
		Miles of Line	Miles of Wire	Miles of Line	Miles of Wire	Name of Operating Co.
1,342.68	6,176.37				2,801.29	Gt. Northern Ry.
					2,807.23	Western Union Tel. Co.
					567.85	Gt. Nor. Ry., jointly with W. U. Tel. Co.

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TAXES AND ASSESSMENTS OF ALL KINDS.

Under the contract of lease of this Co.'s railway to the Great Northern Railway Co., all taxes levied against this Company are paid by the Great Northern Railway and will be found in report of that Company.

Wilmar & Sioux Falls Railway Co.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Willmar & Sioux Falls Railway Company.

2. Date of organization? March 3, 1886.

3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. General laws of the State of Minnesota.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Louis W. Hill	St. Paul, Minn.	} When successor is elected
R. I. Farrington	St. Paul, Minn.	
E. Sawyer	St. Paul, Minn.	
M. D. Grover	St. Paul, Minn.	
J. W. Blabon	St. Paul, Minn.	

Total number of stockholders at date of last election? 6

Date of last meeting of stockholders for election of directors? October 9, 1902.

Give post-office address of operating office? St. Paul, Minn.

Give post-office address of general office? St. Paul, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? John G. Drew, Comptroller, St. Paul, Minn.

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OFFICERS.

Title.	Name.	Location of Office.
President	Louis W. Hill.....	St. Paul, Minn.
First vice-president.....	R. I. Farrington.....	St. Paul, Minn.
Secretary-treasurer	E. Sawyer.....	St. Paul, Minn.
Comptroller	John G. Drew.....	St. Paul, Minn.
General manager.....	F. E. Ward.....	St. Paul, Minn.
Chief engineer	A. H. Hogeland.....	St. Paul, Minn.
General superintendent	G. T. Slade.....	St. Paul, Minn.
Asst. general superintendent.	E. L. Brown.....	St. Paul, Minn.
Superintendent	L. W. Bowen.....	Willmar, Minn.
Superintendent of telegraph.	E. J. Little.....	St. Paul, Minn.
Traffic manager	F. B. Clark.....	St. Paul, Minn.
General freight agent	W. W. Broughton	St. Paul, Minn.
Asst. general freight agent..	H. A. Kimball.....	St. Paul, Minn.
General passenger agent....	F. I. Whitney.....	St. Paul, Minn.
Asst. gen. passenger agent..	C. E. Stone.....	St. Paul, Minn.
General ticket agent.....	F. I. Whitney	St. Paul, Minn.
Asst. general ticket agent...	C. E. Stone.....	St. Paul, Minn.
General baggage agent.....	S. A. Smart.....	St. Paul, Minn.

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PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad, the Operations of which are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a Main line.
 - b Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon the earnings or other considerations.
5. Line operated under Trackage Rights.

NAME—	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
Willmar and Sioux Falls Ry.	Willmar	South Dakota State Line	122.60	.....
.....	South Dakota State Line.....	Iowa State Line	11.31	.....
.....	.....	.....	.....	133.91
Total .....	.....	.....	.....	133.91

PROPERTY OPERATED.

(Page 9.)

NAME—	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
1. Willmar and Sioux Falls Railway	Willmar, Minn.	Sioux City, Ia.	223.76	.....
2. Sioux City and Western Railway	Garretson, S. D.	Yankton, S. D.	80.49	304.25
5. Union Terminal Co.	So. Sioux City, Neb.	O'Neill, Neb.	129.16	129.16
Chicago, Milwaukee and St. Paul Ry.	In Sioux City, Ia., Jct. with W. & S. F. Ry.	Jct. with tracks of C. M. & St. P. Ry.	1.57	.....
Combination Bridge Co.	Jct. with tracks of Union Ter. Co.	Jct. with tracks of Combination Bridge Co. ....	.60	.....
	Jct. with tracks of C. M. & St. P. Ry.	So. Sioux City, Neb.	1.15
Total mileage operated	3.32
				436.73

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CAPITAL STOCK.

DESCRIPTION—	Number of Shares Authorized	Par Value of Shares	Total Par Value Authorized	Total Am't Issued and Outstanding	Dividends Declared During Year	
					Rate Per Cent	Amount
Capital stock.....	100,000	\$100.00	\$10,000,000	\$7,000,000	4	\$280,000
Common.....						
Preferred.....						
Total.....	100,000	\$100.00	\$10,000,000	\$7,000,000	4	\$280,000

MANNER OF PAYMENT FOR CAPITAL STOCK.

	Number of Shares Issued during year.	Cash Realized on Amount Issued during Year	Total No. Shares Issued and Outstanding.	Total Cash Realized.
Issued for cash			55,010	\$5,501,000
Common				
Preferred.....				
Issued for construction			14,990	*1,499,000
Common				
Preferred.....				
Issued for reorganization:—				
Common				
Preferred.....				
Total.....			70,000	\$7,000,000

REMARKS.

*Applied at this amount upon contracts for construction of this company's railway.

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FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

CLASS OF BOND OR OBLIGATION.	TIME		Amount of Authorized Issue	Amount Issued	Amount Outstanding	Cash Realized on Amount Issued,	Rate Pr. Ct. Payable	INTEREST	
	Date of Issue	When Due						When Payable	Amount Paid During Year
First mortgage bonds.....	Jun. 1 1888	Jun. 1 1893	\$3,646,080.00	\$3,646,000.00	\$3,646,000.00	\$3,646,000.00	5 }	June 1 Dec. 1	\$182,300.00
Total mortgage bonds.....	.....	.....	\$3,646,080.00	\$3,646,000.00	\$3,646,000.00	\$3,646,000.00	.....	.....	\$182,175.00
Grand total .....	.....	.....	\$3,646,080.00	\$3,646,000.00	\$3,646,000.00	\$3,646,000.00	.....	.....	\$182,175.00

*Applied to this amount upon contracts for construction of this company's railway and towards purchase of constructed road.

RECAPITULATION OF FUNDED DEBT.

(Page 28.)

CLASS OF DEBT—	Amount Issued	Amount Outstanding	INTEREST	
			Amount Accrued during Year	Amount Paid during Year
Mortgage bonds—page 19				
Miscellaneous obligations—page 19	\$3,646,000.00	\$3,646,000.00	\$182,300.00	\$182,175.00
Income bonds—page 19				
Equipment trust obligations—page 21				
Total	\$3,646,000.00	\$3,646,000.00	\$182,300.00	\$182,175.00

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.	Current Liabilities Accrued to and Including June 30, 1908.	
Cash	\$25,292.82	
Bills receivable		
Due from agents		
Due from solvent companies and individuals	14,406.73	\$301,887.94
Net traffic balances due from other companies		44,685.17
Other cash assets (excluding "Materials and Supplies") *		
Total—Cash and current assets	\$39,699.55	
Balance—Current liabilities	508,603.56	
Total	\$548,303.11	\$548,308.11

*Materials and supplies on hand, \$32,899.19.

(See General Balance Sheet—page 49.)

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RECAPITULATION.

A. For Mileage owned by Road making this Report.

ACCOUNT—	Total Amount Outstanding	APPORTIONMENT		AMOUNT PER MILE OF LINE	
		To Railroads	To Other Properties	Miles	Amount
Capital stock—page 17.....	\$7,000,000	\$4,500,000	\$2,500,000	304.25	\$14,790
Bonds—page 19 (grand total).....	3,646,000	3,646,000	.....	304.25	11,984
Equipment trust obligations—page 21.....	.....	.....	.....	.....	.....
Total.....	\$10,646,000	\$8,146,000	\$2,500,000	.....	26,774

B. For Mileage Operated by Road making this Report (Trackage Rights excluded), the Operations of Which are Included in the Income Account—Page 31.

NAME OF ROAD—	Capital Stock	Funded Debt	Total	AMOUNT PER MILE OF LINE	
				Miles	Amount
Willmar and Sioux Falls Ry.	\$4,500,000	\$3,646,000	\$8,146,000	304.25	\$26,774
Sioux City and Western	2,500,000	.....	2,500,000	129.16	18,581
Grand Total	\$7,000,000	\$3,646,000	\$10,646,000	433.41	\$24,563

(Page 27.) COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM—	Expenditures During Year Not Included in Operating Expenses		Total Cost to June 30, 1902	Total Cost to June 30, 1903	Cost Per Mile
	Charged to Income Acct as Permanent Improvements	Charged to Construction or Equipment			
CONSTRUCTION.					
Engineering		\$19.79	\$9,564.91	\$9,564.70	.....
Right of way and station grounds		19,599.98	12,022.72	81,622.70	.....
Real estate		*985.50	8,902.87	8,027.87	.....
Grading		4.80	116,067.20	115,062.60	.....
Tunnels
Bridges, trestles and culverts		61,695.19	92,948.76	154,648.95	.....
Ties		72.18	13,409.57	2,191.75	.....
Rails		521.15	13,599.27	1,110.38	.....
Stidings and yard extensions			1,138.88	1,138.88	.....
Track fastenings		35.84	*1,338.84	1,360.48	.....
Fences and switches		1.89	*2,097.87	*2,017.35	.....
Railfast		158.27	185,024.03	185,552.40	.....
Track laying and surfacing		*43.90	58,128.04	58,076.14	.....
Fencing, light of way		3,278.43	26,178.40	26,451.83	.....
Crossings, cattle guards, and signs			9.88	8.88	.....
Interlocking or signal apparatus			5,700.28	5,700.28	.....
Telegraph lines		272.46	28,854.94	28,697.40	.....
Station buildings and fixtures		684.92	*1,903.12	*1,218.20	.....
Shops, roundhouses, and turntables			2,004.47	2,004.47	.....
Shop machinery and tools		3,493.85	6,165.56	6,649.41	.....
Water stations		*39.88	5,744.78	5,704.85	.....
Fuel stations			*20,800.00	*20,800.00	.....
Grain elevators			4,126,000.00	4,126,000.00	.....
Road built by contract			3,646,200.98	3,646,200.98	.....
Purchase of constructed road
Electric light plants
Electric motor power plants
Gas making plants
Miscellaneous structures
Interest and discount
General expenses
Total Construction		*92,042.95	\$8,638,142.72	\$8,730,185.57	\$28.694.11
*Deduct.					

(Page 29.) COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.
Continued.

ITEM—	Expenditures During Year Not Included in Operating Expenses		Total Cost to June 30, 1902	Total Cost to June 30, 1903	Cost Per Mile
	Charged to Income Acct as Permanent Improvements	Charged to Construction or Equip- ment			
EQUIPMENT:					
Locomotives		*\$800.00	\$32,780.00	\$31,980.00	.....
Passenger cars			8,900.00	8,900.00	.....
Sleeping, parlor, and dining cars
Baggage, express, and postal cars			4,200.00	4,200.00	.....
Combination cars			4,000.00	4,000.00	.....
Freight cars			326,428.42	326,428.42	.....
Other cars of all classes		800.00	12,221.47	13,021.47	.....
Floating equipment
Total equipment			\$388,409.89	\$388,409.89	\$1,276.61
Total construction—page 27		\$92,042.85	8,638,142.72	8,730,185.57	28,894.11
Grand total cost construction, equipment, etc.			\$9,026,552.61		
Total cost construction, equipment, etc.—State of Minnesota		\$46,267.39	Cannot	state.	\$29,970.72

*Deduct.

Does the absence of any entry under the heading "Included in Operating Expenses" (page 27 or 29) mean that no expenditures for permanent improvements or betterments have been charged to Operating Expense Accounts? No.

EXPLANATORY REMARKS.

The cost of a great many items of permanent improvements is charged to operating expenses, but no attempt is made to separate in our accounts the cost of such items from the cost of ordinary maintenance and renewals.

WILLMAR & SIOUX FALLS RAILWAY CO.

(Page 31.)

INCOME ACCOUNT.

For Roads Making Operating Reports.

Gross earnings from operation—page 35.....	\$1,504,135.26	
Less operating expenses—page 45.....	962,968.22	
Income from operation		\$541,172.04
Miscellaneous income—less expenses—page 41.....	\$3,649.79	
Income from other sources		3,649.79
Total income		\$544,821.83
DEDUCTIONS FROM INCOME—		
Interest on funded debt accrued—page 23.....	\$182,300 00	
Taxes—page 79, A.....	75,995.25	
Total deductions from income.....		258,295.25
Net income		\$286,526.58
Dividends, 4 per cent, stock—page 17.....	\$280,000.00	
Total		280,000.00
Surplus from operations of year ending June 30, 1903..		\$6,526.58
Surplus on June 30, 1902 (from general balance sheet, 1902 report)		422,479.19
Surplus on June 30, 1903 (for entry on general balance sheet, page 51)		\$429,005.77

(Page 35.) EARNINGS FROM OPERATION—STATE OF MINNESOTA.

ITEM.	Gross Earnings from Business Originating and Terminating in State of Minnesota	Deductions Account of Repayments, etc.	Actual Earnings	Gross Earnings from Interstate Business Accruing to State of Minnesota, Divided on Straight Mileage Basis	Deductions Account of Repayments, etc.	Actual Earnings	Total Gross Earnings, Including Local and Interstate Business Accruing to State of Minnesota
PASSENGER—							
Passenger revenue							
Less repayments—							
Excess fares refunded							
Other repayments							
Total deductions							
Total passenger revenue			\$83,080.86			\$73,191.55	\$166,272.41
Mail						11,993.56	11,993.56
Express						6,510.67	6,510.67
Extra baggage and storage			43.62			3,080.74	3,124.36
Other items						285.60	285.60
Total passenger earnings			83,124.48			\$86,062.12	\$188,186.60
FREIGHT—							
Freight revenue							
Less repayments—							
Overcharge to shippers							
Other repayments							
Total deductions							
Total freight revenue							
Other items							
Total freight earnings			\$201,279.49			\$392,261.92	\$593,541.41
Total passenger and freight earnings			201,279.49			250.25	250.25
OTHER EARNINGS FROM OPERATION—							
Switching charges—Bal			\$201,539.74			\$392,261.92	\$593,791.66
Car Mileage—Balance			\$294,654.22			\$487,324.04	\$781,978.26
Hire of equipment—balance			104.38				104.38
Telegraph Companies							
Rents from Tracks, Yards and Terminals							
Rents not otherwise provided for			746.00				746.00
Total other earnings			\$350.38				\$350.38
Total gross earnings from operation—			\$593,504.60			\$487,324.04	\$1,080,828.64
Minnesota							
Total gross earnings from operation—							
Entire line							\$1,504,193.26

The figures entered on this page as "Gross Earnings from Interstate Business Accruing to State of Minnesota, Divided on Straight Mileage Basis" have been compiled as indicated by the report and in accordance with the demands of the Board of Railroad and Warehouse Commissioners, and are given under protest, for the reason the company claims that State of Minnesota on interstate traffic.

WILLMAR & SIOUX FALLS RAILWAY CO.

(Page 37.)

STOCKS OWNED.

A. Railway Stocks.

NAME—	Total Par Value.	Rate, Per Ct.	Income or Dividend Received.	Valuation.
Sioux City and Western Ry.	\$2,500,000.00	.....	.....	\$2,500,000.00
Total	\$2,500,000.00	\$2,500,000.00

B. Other Stocks.

Grand Total—A and B	\$2,500,000.00	\$2,500,000.00
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'MISCELLANEOUS INCOME.

ITEM.	Gross Income.	Less Expenses.	Net Mis- cellaneous Income.
Rental of equipment and Car Service	\$3,649.79
Total	\$3,649.79

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OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

Repairs of roadway	\$182,725.95
Renewals of rails	144.63
Renewals of Ties	25,897.31
Repairs and renewals of bridges and culverts	87,990.56
Repairs and renewals of fences, road crossings, signs, and cattle guards	7,036.80
Repairs and renewals of buildings and fixtures	17,905.17
Stationery and printing	1,890.17
Other Expenses	830.67
Total	\$274,610.48

MAINTENANCE OF EQUIPMENT.

Superintendence	3,062.42
Repairs and renewals of locomotives	53,651.23
Repairs and Renewals of Passenger Cars	5,723.03
Repairs and renewals of freight cars	31,033.62
Repairs and renewals of work cars	4,022.49
Repairs and renewals of shop machinery and tools	282.40
Stationery and printing	482.11
Other Expenses	379.08
Total	\$98,586.32

CONDUCTING TRANSPORTATION.

Superintendence	25,746.33
Engine and roundhouse men	74,600.28
Fuel for locomotives	166,339.48
Water supply for locomotives	6,693.67
Oil, tallow, and waste for locomotives	3,578.32
Other supplies for locomotives	1,528.98
Train service	54,897.96
Train supplies and expenses	7,117.81
Switchmen, flagmen, and watchmen	10,920.10
Telegraph expenses	19,404.98
Station service	42,179.19
Station supplies	6,699.26
Switching charges—balance	6,085.60
Car Mileage—Balance	24,459.52
Hire of equipment—balance	12,045.00
Loss and Damage	7,684.89
Injuries to Persons	4,000.25
Clearing wrecks	2,120.08
Advertising	955.96
Outside agencies	16,139.40
Commissions	1.28
Rents for tracks, yards, and terminals—page 47, B.	62,957.69
Rents of buildings and other property	2,960.53
Stationery and printing	4,418.78
Other expenses	316.46
Total	\$563,889.33

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OPERATING EXPENSES—Continued.

GENERAL EXPENSES.

Salaries of general officers	8,759.08
Salaries of clerks and attendants	11,909.95
General office expenses and supplies	1,454.07
Insurance	2,645.94
Law expenses	8,826.29
Stationery and printing (general offices)	2,044.56
Other expenses	357.20
Total	\$25,927.11

RECAPITULATION OF EXPENSES.

Maintenance of way and structures	274,610.46
Maintenance of equipment	98,566.82
Conducting transportation	568,839.38
General expenses	25,927.11
Grand total	\$962,963.22
Percentage of expenses to earnings—entire line	64.02

OPERATING EXPENSES—STATE OF MINNESOTA.

Maintenance of way and structures	\$105,814.29
Maintenance of equipment	48,635.75
Conducting transportation	202,090.44
General expenses	10,089.54
Total	\$361,580.02
Percentage of expenses to earnings—Minnesota, see note page 44.....	48.19

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EXPLANATORY REMARKS.

Note:—The "percentage of expenses to earnings—Minnesota" shown on the opposite page is not correct, on account of the use of an erroneous basis in apportioning the earning from interstate traffic, as explained on page 35.

(Page 47.) RENTS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item	Total
Terminals.....	Sioux City, Iowa.....	Union Ter. Ry. Co.	\$28,833.32	.....
		Combination Bridge Co.	26,549.69	.....
		C. M. & St. P. Ry.	3,116.68	.....
	Willmar.....	C. St. P. M. and O. Ry.	1,308.00	.....
		Great Northern Ry.	4,800.00	.....
Total.....				\$62,957.69
Grand Total.....				\$62,957.69

(Page 49.) COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1902		ASSETS—	JUNE 30, 1903		YEAR ENDING JUNE 30, 1903	
Item	Total		Item	Total	Increase	Decrease
\$8,688,142.72	Cost of road—page 27		\$8,780,185.57		\$92,042.85	
888,409.89	Bonds owned—page 39		888,409.89			
2,500,000.00	Cost of equipment—page 29		2,500,000.00			
	Stocks owned—page 37					
	Other permanent investments					
100.00	Lands owned		100.00			
71,404.57	Cash and current assets—page 23		89,899.55			\$81,705.02
	Other Assets—					
	Equipment trusts					
45,198.45	Materials and supplies		32,899.19			12,299.26
	Sinking fund					
	Sundries					
	Profit and loss—page 31 (or 35)					
\$11,643,255.63	Grand total		\$11,691,294.20		\$48,038.57	

(Page 51.) COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1902		LIABILITIES—	JUNE 30, 1903		YEAR ENDING JUNE 30, 1903	
Item	Total		Item	Total	Increase	Decrease
\$7,000,000.00	Capital stock—page 17		\$7,000,000.00			
3,646,000.00	Funded debt—page 23		3,646,000.00			
519,194.63	Current liabilities—page 23		548,808.11		\$29,118.48	
	Real estate mortgages					
15,191.60	Accrued interest on funded debt not yet payable		15,191.68			
32,759.15	Taxes not due		36,282.66		3,523.51	
7,981.00	Fund for Renewal of Equipment		16,508.00		8,526.99	
429,479.19	Profit and loss—page 31 (or 33)		429,005.77		6,526.58	
\$11,643,255.63	Grand total		\$11,691,294.20		\$48,038.57	

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN
STATE OF MINNESOTA.

Here give a concise statement of all existing Contracts, Agreements, Arrangements, etc., with other Companies or persons, concerning the Transportation of Freight or Passengers. Give the statement in the following order, viz: 1. Express Companies. 2. Mails. 3. Sleeping, Parlor, or Dining Car Companies. 4. Freight or Transportation Companies or Lines. 5. Other Railroad Companies. 6. Steamboat or Steamship Companies. 7. Telegraph Companies. 8. Telephone Companies. 9. Other Contracts.

1. Great Northern Express Company does all express business on this road. This company receives percentages of earnings.
2. Mail routes established by the government in accordance with law.

SECURITY FOR FUNDED DEBT—Page 23.

(Page 57.)

CLASS OF BOND OR OBLIGATION—	WHEAT ROAD MORTGAGED		Miles	Amount of Mortgage Per Mile of Line	What Equip-ment Mortg'd	What Income Mort-gaged	What Securities Mort-gaged
	From	To					
First mortgage bonds...	Willmar, Minn.	Sioux City, Ia.	223.78			
	Garretson, S. D.	Yankton, S. D.	80.49			
Total	304.25	\$11,984	All.	All.	None.

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EMPLOYEES AND SALARIES—STATE OF MINNESOTA.

CLASS—	Number	Total No. of Days Worked	Total Yearly Compensa- tion	Average Daily Compensa- tion
General officers	18	5,701	\$ 3,835.90	\$.67
Other officers	1	194	2,271.00	11.62
General office clerks	30	10,650	21,299.87	2.00
Station agents	20	6,830	10,938.54	1.59
Other station men	5	1,000	871.99	.80
Enginemen	8	2,649	10,596.36	4.00
Firemen	11	2,807	6,567.54	2.34
Conductors	13	1,943	6,644.80	3.42
Other trainmen	28	3,714	7,836.90	2.11
Machinists				
Carpenters	5	2,123	5,032.27	2.35
Other shopmen				
Section foremen	25	8,124	11,291.75	1.39
Other trackmen	160	23,793	40,310.34	1.40
Switchmen, flagmen, and watchmen				
Telegraph operators and dispatchers	6	1,178	1,401.81	1.19
Employees—account floating equipment				
All other employees and laborers	8	4,964	8,885.49	1.79
Total (including "General Officers")—				
Minnesota	338	80,820	\$ 137,785.56	\$1.70
Less "General Officers"	18	5,701	3,835.90	.67
Total (excluding "General Officers")—				
Minnesota	320	75,119	\$ 133,949.66	\$1.73
Distribution of Above—				
General administration	49	16,545	\$ 27,406.77	1.66
Maintenance of way and structures	190	39,050	56,635.36	1.45
Maintenance of equipment				
Conducting transportation	99	25,225	53,743.43	2.13
Total (including "General Officers")—				
Minnesota	338	80,820	\$ 137,785.56	\$1.70
Less "General Officers"	18	5,701	3,835.90	.67
Total (excluding "General Officers")—				
Minnesota	320	75,119	\$ 133,949.66	\$1.73
Total (including "General Officers")—				
Entire Line	1068	231,288	\$ 412,807.59	\$1.79

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TRAFFIC AND MILEAGE STATISTICS—STATE OF MINNESOTA.

ITEM—	Column for No. Passen- gers, Tonnage, Car Mileage, No. Cars, etc.	Columns for Revenue and Rates.
		Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue....	149,778	.....
Number of passengers carried one mile.....	6,488,935	.....
Number of passengers carried one mile per mile of road	48,457	.....
Average distance carried, miles.....	48.32	.....
Total passenger revenue—Page 35.....		166,272.41
Average amount received from each passenger.....		1.11.012
Average receipts per passenger per mile.....		2.562
Total passenger earnings—Page 35.....		183,186.60
Passenger earnings per mile of road.....		1,405.32
Passenger earnings per train mile.....		1.06.734
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue— Page 63.....	456,920	.....
Number of tons carried one mile.....	42,219,896	.....
Number of tons carried one mile per mile of road.....	315,285	.....
Average distance haul of one ton, miles.....	92.40	.....
Total freight revenue—Page 35.....		593,541.41
Average amount received for each ton of freight.....		1.29.900
Average receipts per ton per mile.....		1.041
Total freight earnings—Page 35.....		593,791.66
Freight earnings per mile of road.....		4,434.25
Freight earnings per train mile.....		3.56.533
TOTAL TRAFFIC—		
Gross earnings from operation—Page 35.....		782,823.64
Gross earnings from operation per mile of road.....		5,845.93
Gross earnings from operation per train mile.....		2.28.385
Operating expenses—Page 45.....		361,580.02
Operating expenses per mile of road.....		2,700.18
Operating expenses per train mile.....		1.05.480
Income from operation—Page 31.....		421,243.62
Income from operation per mile of road.....		3,145.75
CAR MILEAGE, ETC.—		
Mileage of passenger cars.....	668,757	.....
Average number of passenger cars per train mile.....	3.76	.....
Average number of passengers per train mile.....	37	.....
Mileage of empty freight cars—East.....	1,049,284	.....
Mileage of empty freight cars—West.....	1,502,627	.....
Mileage of loaded freight cars—East.....	809,324	.....
Mileage of loaded freight cars—West.....	254,191	.....
Average number of freight cars per train mile.....	20.51	.....
Average number of loaded cars per train mile.....	15.32	.....
Average number of empty cars per train mile.....	5.19	.....
Average number of tons of freight per train mile.....	253.50	.....
Average number of tons of freight per loaded car mile.....	16.54	.....
Average mileage operated during year.....	193.91	.....
TRAIN MILEAGE—	Miles	Miles
Mileage of revenue passenger trains.....		176,250
Mileage of locomotives employed in "helping" passen- ger trains.....	723	.....
Percentage of "helping" to revenue train mileage.....	.41	.....
Mileage of revenue mixed trains.....		63
Mileage of revenue freight trains.....		166,483
Mileage of locomotives employed in "helping" mixed and freight trains.....	3,080	.....
Percentage of "helping" to revenue train mileage.....	1.85
Total revenue train mileage.....		342,796
Mileage of nonrevenue trains.....		3,823

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EXPLANATORY REMARKS.

All of the figures shown on the opposite page, that are based upon the use of items of earnings shown on page 35 are erroneous, for the reason given on page 35, and must not be taken as truthfully reflecting the results of operating this company's line within the state of Minnesota.

27 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 61.)

TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE.

ITEM—	Column for No. Passen- gers, Tonnage, Car Mileage, No. Cars, etc.	Columns for Revenue and Rates.	
		Dols.	Cts. Mills.
PASSENGER TRAFFIC—			
Number of passengers carried earning revenue....	\$277,733		
Number of passengers carried one mile.....	12,332,658		
Number of passengers carried one mile per mile of road	28,238		
Average distance carried, miles.....	44.40		
Total passenger revenue—Page 35.....		\$325,157.	32
Average amount received from each passenger.....			1.17.073
Average receipts per passenger per mile.....			02.636
Total passenger earnings—Page 35.....		\$79,728.	45
Passenger earnings per mile of road.....			808.48
Passenger earnings per train mile.....			66.850
FREIGHT TRAFFIC—			
Number of tons carried of freight earning revenue— Page 63.....	597,569		
Number of tons carried one mile.....	71,574,455		
Number of tons carried one mile per mile of road....	163,887		
Average distance haul of one ton, miles.....	119.77		
Total freight revenue—Page 35.....		1,098,064.	79
Average amount received for each ton of freight.....			1.83.853
Average receipts per ton per mile.....			01.535
Total freight earnings—Page 35.....		1,100,708.	51
Freight earnings per mile of road.....			2,620.32
Freight earnings per train mile.....			2.63.936
TOTAL TRAFFIC—			
Gross earnings from operation—Page 35.....		1,504,133.	28
Gross earnings from operation per mile of road.....			3,444.08
Gross earnings from operation per train mile.....			1.77.762
Operating expenses—Page 45.....		962,563.	22
Operating expenses per mile of road.....			2,204.94
Operating expenses per train mile.....			1.12.971
Income from operation—Page 31.....		541,172.	04
Income from operation per mile of road.....			1,239.14
CAR MILEAGE, ETC.—			
Mileage of passenger cars.....	1,620,938		
Average number of passenger cars per train mile....	03.50		
Average number of passengers per train mile.....	22		
Mileage of loaded freight cars— east.....	2,216,507		
Mileage of loaded freight cars— west.....	2,991,972		
Mileage of empty freight cars— east.....	1,216,738		
Mileage of empty freight cars— west.....	601,174		
Average number of freight cars per train mile.....	16.86		
Average number of loaded cars per train mile.....	12.49		
Average number of empty cars per train mile.....	4.36		
Average number of tons of freight per train mile....	171.62		
Average number of tons of freight per loaded car mile.	13.74		
Average mileage operated during year.....	436.73		
		Miles	Miles
TRAIN MILEAGE—			
Mileage of revenue passenger trains.....			435.359
Mileage of locomotives employed in "helping" passen- ger trains.....	1,209		
Percentage of "helping" to revenue train mileage	28		
Mileage of revenue mixed trains.....			132.671
Mileage of revenue freight trains.....			284.362
Mileage of locomotives employed in "helping" mixed and freight trains.....	6,028		
Percentage of "helping" to revenue train mileage	1.45		
Total revenue train mileage.....			852.392
Mileage of nonrevenue trains.....			12.240

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FREIGHT TRAFFIC MOVEMENT—ENTIRE ROAD.

(Company's Material Excluded.)

Cannot give figures for Minnesota.

COMMODITY—	Freight Originat- ing on this Road	Freight Received from Con- necting Roads and Other Carriers.	Total Freight Tonnage.	
	Tons.	Tons.	Whole Tons.	Per Cent.
Products of Agriculture—	Cannot give this.			
Grain			191,033	31.96
Flour			7,601	1.27
Other mill products.....			7,326	1.23
Hay			5,763	.96
Tobacco				
Cotton				
Fruit and vegetables.....			8,999	1.51
Other			21,497	3.60
Products of Animals—				
Live stock			60,790	10.17
Dressed Meats			3,166	.53
Other packing-house products.....			336	.06
Poultry, game and fish.....			102	.02
Wool			14	.00
Hides and leather			540	.09
Other			3,480	.58
Products of Mines—				
Anthracite coal			7,876	1.32
Bituminous coal			52,699	8.82
Coke			962	.16
Ores			60	.01
Stone, sand and other like articles.....			15,112	2.52
Products of Forest—				
Lumber			67,425	11.35
Other			41,631	6.95
Manufactures—				
Petroleum and other oils.....			2,167	.36
Sugar				
Naval stores				
Iron, pig and bloom.....			3,868	.65
Iron and steel rails.....			30	.00
Other castings and machinery.....			2,993	.50
Bar and sheet metal			427	.07
Cement, brick and lime			12,342	2.06
Agricultural implements			3,489	.58
Wagons, carriages, tools, etc.....			1,119	.19
Wines, liquors and beers.....			4,246	.71
Household goods and furniture.....			1,493	.25
Other			6,331	1.06
Merchandise			31,571	5.28
Miscellaneous—				
Other commodities not mentioned above.....				
Total tonnage—.....			31,081	5.18
Total Tonnage—Entire Line			597,569	100.00

27 REPORT RAILROAD AND WAREHOUSE COMMISSION.

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DESCRIPTION OF EQUIPMENT.

ITEM.	No. Added During Year	Total No. at End of Year	Equipment Fitted With Train Brake		Equipment Fitted with Automatic Coupler	
			No.	Name	No.	Name
Locomotives—Owned and leased						
Passenger	7	7	7		7	
Freight	7	7	7		7	
Switching	2	2	2		2	
Total locomotives in service	16	16	16		16	
Less locomotives leased						
Total locomotives owned....	16	16	16		16	
Cars—Owned and leased:						
In Passenger Service—						
First-class cars.....	8	8	8		8	
Second-class cars						
Combination cars	4	3	3		3	
Emigrant cars.....						
Dining cars.....						
Parlor Cars.....						
Sleeping Cars and Tourist Cars						
Baggage, express and postal cars	3	3	3		3	
Other cars in passenger ser- vice						
Total	15	14	14		14	
In Freight Service—						
Box cars	766	744	744		744	
Flat cars	153	145	145		145	
Stock cars	100	99	99		99	
Coal cars						
Tank cars						
Refrigerator cars	50	50	50		50	
Other cars in freight ser- vice						
Total	1,071	1,038	1,038		1,038	
In Company's Service—						
Officers' and pay cars.....						
Gravel Cars.....						
Derrick cars	1	1	1		1	
Caboose cars	7	7	7		7	
Other road cars.....	5	4	4		4	
Boarding Cars.....						
Total	1	13	12		12	
Total cars in service.....	1	1,099	1,064		1,064	
Total cars owned.....	1	1,099	1,064		1,064	
Cars contributed to fast freight line service.....						

Cannot state.

Cannot state.

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MILEAGE

A. Mileage of Road Operated (All Tracks).

LINE IN USE--	Line Represented by Capital Stock		Line of Property Companies	Line Operated Under Lease	Line Operated Under Contract Etc.	Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs							Iron	Steel
Miles of single track	304.25		129.10			3.32	436.73			438.34
Miles of second track										
Miles of third track										
Miles of fourth track	39.75		8.53				48.28			48.28
Miles of yard track and sidings										
Total mileage operated (all tracks)	344.00		137.63			3.32	485.01			483.84

*See note page 66.

B. Mileage of Line Operated by States and Territories (Single Track).

[illegible]

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EXPLANATORY REMARKS.

Note:—Cannot make divisions of side track rails as between iron and steel.

MILEAGE—Continued.

STATE OR TERRITORY—	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year.	RAILS	
	Main Line	Branches and Spurs			Iron	Steel
Minnesota	133.91	.....	133.91	.....	.....	133.91
South Dakota	93.64	.....	93.64	.....	.....	93.64
Iowa	76.70	.....	76.70	.....	.....	76.70
Total mileage owned (single track)	304.25	.....	304.25	.....	.....	204.25

(Page 67B.)

MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

LINE IN USE—	Line Represented by Capital Stock		Line of Proprietary Companies	Line Operated Under Lease	Line Operated Under Contract Etc.	Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs							Iron	Steel
Miles of single track	133.91	.....	.....	.....	.....	.....	133.91	.....	and Steel	133.91
Miles of second track .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of third track .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of fourth track .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miles of yard track and sidings	14.30	.....	.....	.....	.....	.....	14.30	.....	.....	.....
Total Mileage Operated (all tracks) ..	148.21	.....	.....	.....	.....	.....	148.21	.....	14.30	133.91

B. Mileage of Line Operated by States and Territories (Single Track).

State of Minnesota	133.91	.....	.....	.....	.....	.....	133.91	.....	.....	133.91
Total Mileage Operated (single track) ..	133.91	.....	.....	.....	.....	.....	133.91	.....	.....	133.91

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OF MINNESOTA—	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs			Iron	Steel
Minnesota	133.91	133.91	133.91
Total mileage owned (single track)	133.91	133.91	133.91

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RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind	Tons	Weight Per Yard. Pounds	Av. Price Per Ton at Distribut'g Point. Dollars	Kind	Number	Av. Price at Dis- tributing Point. Cents
Iron.....	.....	.....	.....	Hard wood.....	157	89.1
Total ..	.....	.....	.....	Pine, Tamarack and Cedar.....	16,014	32.0
Steel.....	1,607.2	60	32.87	Treated.....	570	186.9
				Others.....	832	233.5
Total..	1,607.2	.....	.....	Total	17,573	47.7

CONSUMPTION OF FUEL BY LOCOMOTIVES.—ENTIRE LINE.

Cannot give figures for Minnesota.

LOCOMOTIVES—	Coal, Tons, Bitumi- nous	Wood, Co ds, Hard	Wood, Cords, Soft	Total Fuel Consumed Tons	Miles Run	Average Pounds Consumed Per Mile
Passenger.....	14,709	256	.....	14,979.67	481,883	61.14
Freight.....	29,009	506	.....	29,545.67	430,527	136.33
Switching.....	408	7	.....	412.66	9,840	83.94
Construction.....	Included	in freight	.....	.....	.....	.....
Total.....	44,126	768	.....	44,635.00	922,250	96.80
Average cost at distribu- ting point.....	\$3.73	\$2.39	.....	\$3.73	.....	.....

ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

A. Accidents Resulting from the Movement of Trains, Locomotives or Cars.

KIND OF ACCIDENT	EMPLOYEES											
	Trainmen		Switchmen, Flagmen and Watchmen		Station Men		Shop Men		Trackmen		Other Employees	
	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd
Coupling or uncoupling												
Collisions												
Derailments												
Parting of trains												
Locomotives or Cars breaking down.												
Falling from trains, locomotives, or cars												
Jumping on or off trains, locomotives, or cars												
Struck by trains, locomotives, or cars.												
Overhead obstructions												
Other causes	2											2
Total	2											2
Average number employed during year: Trainmen, 60; Stationmen, 25; Shopmen, 5; Trackmen, 185; Tel. Employees, 6; other employees, 57; Total, 338.												
KIND OF ACCIDENT	SUMMARY											
	PASSENGERS		OTHER PERSONS				Total		Total			
	Killed	Injur'd	Trespassing		Not Trespassing		Killed	Injur'd	Killed	Injur'd	Killed	Injur'd
			Killed	Injur'd	Killed	Injur'd						
Collisions		1										3
Derailments												1
Parting of trains												2
Locomotives or cars breaking down.												
Falling from trains, locomotives, or cars												
Jumping on or off trains, locomotives, or cars												
Struck by trains, locomotives, or cars												
At highway crossings					1							
At stations			3	1				8				
At other points along track				1				1				
Other causes												
Total	1		3	2	1			4		2	4	5
Total											Total	
											4	

ACCIDENT TO PERSONS—STATE OF MINNESOTA—Continued.

B. Accidents Arising from Causes Other Than Those Resulting from the Movement of Trains, Locomotives, or Cars.

KIND OF ACCIDENT	EMPLOYEES								Total Employees		Other Persons		Total	
	Station Men		Shop Men		Trackmen		Other Employees		Killed	Injur'd	Killed	Injur'd	Killed	Injur'd
	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd						
Handling traffic
Handling tools, machinery, etc.....
Handling supplies, etc.....
Getting on or off locomotives or cars
at rest
Other causes
Total

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CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

Cannot give this.

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CHARACTERISTICS OF ROAD—Continued—STATE OF MINNESOTA.

Bridges, Trestles, Tunnels, Etc.

ITEM.	Number	Aggregate Length Feet	Minimum Length Feet	Maximum Length Feet	ITEM	Number	Height of Lowest Above Surface of Rail Ft. In.
Bridges—					Overhead Highway Crossings—		
Stone.....	14	1,979	36	492	Bridges.....		
Iron.....	1	44			Conduits.....		
Wooden.....					Trestles.....		
Total.....	15	2,023			Total.....	1	20 5
					Overhead Railway Crossings:		
					Conduits.....		
					Bridges.....		
					Trestles.....		
Trestles.....	107	7,168	8	426	Total.....		

Gauge of track, 4 feet 8½ inches. 133.91 miles.

TELEGRAPH.

A. Owned by Company Making This Report.

Miles of Line	Miles of Wire	Operated by This Co.		Operated by Another Company.		
		Miles of Line	Miles of Wire	Miles of Line	Miles of Wire	Name of Operating Co.
133.87	434.12	257.36	176.76	Western Union Tel. Co.

27 REPORT RAILROAD AND WAREHOUSE COMMISSION.

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CAR MILEAGE.

Statement Showing Amounts Paid to Private Car Lines Year Ending June 30th, 1903.

NAME OF OWNER—	Class.	—Rate—			Total.
		6-10c	%c	1c	
Armour Car Lines	Refr		\$17.95	\$844.21	\$862.16
American Cotton Oil Co.	Tank	\$3.08			\$3.08
American Refr. Trans. Co.	Refr		3.96		3.96
Arbuckle's Ariosa Des.	Box	2.66			2.66
Amer. Live Stock Co.	Stock .....	.73			.75
Arms Palace H. C. Co.	Stock .....	.64			.64
Booth Refrigerator Line	Refr		7.54		7.54
Burton Stock Car Co.	Stock	30.99			30.99
Cudahy Refrigerator Line	Refr			260.08	260.08
Cal. Fruit Trans. Co.	Refr .....		.51		.51
Cont. Fruit Express	Refr		25.76		25.76
Dairy Shippers' Des.	Refr		3.38		3.38
Grand Army Refr. Rr.	Refr .....		.26		.26
German-American Car Co.	Refr		1.04		1.04
Houston & Texas Cent.	Stock .....	.23			.23
Hammond Refr. Line	Refr			9.00	9.00
Indianapolis Brew. Co.	Refr		7.77		7.77
Libby, McNeill & Libby	Refr			1.47	1.47
Louisville Cotton Oil Co.	Tank .....	.44			.44
Mather H. S. Car Co.	Stock	82.33			82.33
Merc. Desp. Trans. Co.	Refr		8.31		8.31
Merch. Desp. Trans. Co.	Box	5.08			5.08
Montana Coal & Coke Co.	Box .....	.82			.82
Mid. Linseed Desp.	Tank	2.70			2.70
Miller Bros. Oil Co.	Tank .....	.89			.89
National Cooperage & W. W. Co.	Box .....	.05			.05
N. & S. Rolling Stock Co.	Refr		5.59		5.59
N. & S. Rolling Stock Co.	Box .....	.80			.80
Omaha Packing Co.	Refr			4.50	4.50
Prov. Dealers' Desp.	Refr		80.27		80.27
Prov. Shippers' Desp.	Refr		6.76		6.76
St. Louis Refr. Car Co.	Refr			2.48	2.48
Swift Refrigerator Line	Refr		11.25	144.00	155.25
Sioux City Refrigerator Line	Refr		8.81		8.81
Street's W. S. C. Line	Stock	914.63			914.63
Titusville Oil Works	Tank	1.77			1.77
Union Tank Line	Tank		114.77		114.77
Union Refrigerator Trans. Co.	Refr			10.77	10.77
Western Refrigerator Trans. Co.	Refr .....		.67		.67
Totals		\$1047.84	\$304.60	\$1276.51	\$3628.96

TAXES AND ASSESSMENTS OF ALL KINDS.

(Page 79.)

A. For Reporting Company's Owned and Proprietary Lines.

STATE OR TERRITORY—	AD VALOREM TAX		SPECIFIC TAXES			On Prop- erty Owned not Used in Operation and Miscella- neous	Internal Revenue, U. S. Govern- ment	Total
	On the Value of Real and Personal Property	On the Value of Stocks or Bonds, or on Valuation Based on Earnings, Dividends, or other Re- sults of Operation	On Stocks, Bonds, Loans, etc.	On Gross or Net Earnings, Re- venue, or Dividends	On Traffic or Some Phys- ical Quality of Property Operated, or on Privilege			
Minnesota .....	.....	.....	.....	\$31,464.01	.....	\$30.83	.....	\$31,494.84
South Dakota	\$11,724.91	.....	.....	.....	.....	.....	.....	11,724.91
Iowa	14,394.27	.....	.....	.....	.....	.....	.....	14,394.27
Nebraska	18,426.23	.....	.....	.....	.....	.....	.....	18,426.23
	.....	.....	.....	.....	.....	.....	* 47.00	*47.00
Total	\$44,547.41	.....	.....	\$31,464.01	.....	\$30.83	*\$47.00	\$75,995.25

* Deduct

Winona Bridge Railway Co.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? The Winona Bridge Railway Company.
2. Date of organization? July 10, 1890.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Minnesota, Chapter 34, General Statutes of Minnesota and laws amendatory thereof.
4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Not consolidated.
5. Date and authority for each consolidation? Not consolidated.
6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Not reorganized.
7. What carrier operates the road of this company? The Winona Bridge Railway Company.

(Page 2.)

EXPLANATORY REMARKS.

The Winona Bridge Railway was constructed, completed and put in operation and is now being operated by the Winona Bridge Railway Company, a railway corporation in the state of Minnesota.

This is a line of railway 1.03 miles in length extending from the city of Winona in the state of Minnesota in an easterly direction across the Mississippi into the town of Buffalo in the state of Wisconsin.

A part of its line is a steel drawbridge across the Mississippi river.

The work of constructing the Winona Bridge Railway was commenced in the fall of 1890 and was completed in the fall of 1891, the line being put in operation at the time of its completion.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term
J. A. Jordan	Green Bay, Wis.	June 4, 1904
M. T. Cox	New York, N. Y.	June 4, 1904
W. W. Baldwin	Burlington, Ia.	June 4, 1904
T. S. Howland	Chicago, Ill.	June 4, 1904
C. I. Sturgis.....	Chicago, Ill.	June 4, 1904

Total number of stockholders at date of last election? 12.

Date of last meeting of stockholders for election of directors? July 1, 1903.

Give post-office address of general office? 209 Adams st., Chicago, Ill.

Give post-office address of operating office? La Crosse, Wis.

Give name and address of officer to whom correspondence regarding this report should be addressed? H. W. Weiss, secretary, 209 Adams st.

(Page 7.)

OFFICERS.

Title.	Name.	Location of Office.
President	W. W. Baldwin.....	Burlington, Iowa
First vice-president	J. A. Jordan.....	Green Bay, Wis.
Secretary	H. W. Weiss.....	Chicago, Ill.
Treasurer	T. S. Howland.....	Chicago, Ill.
General superintendent.....	D. Cunningham....	La Crosse, Wis.

PROPERTY OPERATED—STATE OF MINNESOTA.

(Page 9A.)

(For Roads Making Operating Reports.)

Name of Every Railroad, the Operations of which are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a. Main line.
 - b. Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon the earnings or other considerations.
5. Line operated under Franchise Rights.

NAME—	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
The Winona Bridge Railway Company	A point on south line of Blk. "G" and "H" in Riverside Addition to Winona in City of Winona, County of Winona, State of Minnesota and north line of Third st. in said city, at station 54 and 34-2.			
Total	The middle of the channel of the Mississippi River .....		.49	.49

(Page 8.)

EXPLANATORY REMARKS.

See Explanatory Remarks page 2.

(Page 9.)

PROPERTY OPERATED.

NAME—	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
The Winona Bridge Railway Company	A point on south line of Blk. "G" and "H" in Riverside Addition to Winona in the city of Winona, county of Winona, State of Minnesota, and north line of Third st. in said city, at station 54 and 34-2	(Across the Mississippi river) to the southeast corner of lot 2 in section 8 in township 18 north of range 10 in the town and county of Buffalo, state of Wisconsin	1.03	.....
Total mileage operated .....		.....	1.03	.....

(Page 17.)

CAPITAL STOCK.

DESCRIPTION—	Number of Shares Authorized	Par Value of Shares	Total Par Value Authorized	Total Am't Issued and Outstanding	Dividends Declared During Year	
					Rate Per Cent	Amount
Capital stock—						
Common	4,000	\$100.00	\$400,000	\$400,000	.....	.....
Preferred						
Total						

MANNER OF PAYMENT FOR CAPITAL STOCK.

	Number of Shares Issued during year.	Cash Realized on Amount Issued during Year	Total No. Shares Issued and Outstanding.	Total Cash Realized.
Issued for cash—				
Common				
Preferred				
Issued for construction—				
Common			4,000	\$400,000
Preferred				
Issued for reorganization—				
Common				
Preferred				
Total				

REMARKS.

All the shares of stock of this company were issued prior to 1892.

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

CLASS OF BOND OR OBLIGATION.	TIME		Amount of Authorized Issue	Amount Issued	Amount Outstanding	Cash Realized on Amount Issued	INTEREST			
	Date of Issue	When Due					Rate Per Ct.	When Payable	Amt. Accrued During Year	Amount Paid During Year
First mortgage bond with coupon	{ Sept 1 1890	{ Sept 1 1915	{ \$400,000	\$384,000	\$384,000	\$384,000	{ 5	{ 1st day of Mar. & Sept.	\$19,200	\$19,200

(Page 21.)

FUNDED DEBT—Continued.
Equipment Trust Obligations.
None.

(Page 22)

EXPLANATORY REMARKS.

This road has no equipment.

(Page 23.) RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT--	Amount Issued	Amount Outstanding	INTEREST	
			Amount Accrued during Year	Amount Paid during Year
Mortgage bonds—Page 19				
Miscellaneous obligations—page 19				
Income bonds—page 19				
Equipment trust obligations—page 21				
Total	\$384,000.00	\$384,000.00	\$19,200.00	\$19,200.00

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1903.	
Cash	\$17,509.45	Receiver's certificates	\$3,500.00
Bills receivable		Loans and bills payable	
Due from agents		Audited mortgages and accounts	
Due from solvent companies and individuals		Wages and salaries	
Net traffic balances due from other companies		Net traffic balances due to other companies	
Other cash assets (excluding "Materials and Supplies")		Dividends not called for	
		Matured interest coupons unpaid (inc. coupons due July 1)	
		Rebates due July 1	
		Miscellaneous	
Total—Cash and current assets		Total—Current liabilities	
Balance—Current liabilities		Balance—Cash assets	\$14,009.45
Total	\$17,509.45	Total	\$17,509.45

*Materials and supplies on hand,..... (See General Balance Sheet—page 49.)

(Page 22.)

EXPLANATORY REMARKS.
No mortgage debt other than first mortgage bond.

(Page 26.)

RECAPITULATION.

A. For Mileage owned by Road making this Report.

ACCOUNT—	Total Amount Outstanding	APPORTIONMENT		AMOUNT PER MILE OF LINE	
		To Railroads	To Other Properties	Miles	Amount
Capital stock—page 17	\$400,000.00	\$400,000.00	.....	1.08	\$386.849
Bonds—page 19 ("Grand Total")	884,000.00	884,000.00	.....	1.08	872.816
Equipment trust obligations—page 21 .....	.....	.....	.....	.....	.....
Total	\$784,000.00	\$784,000.00	.....	1.08	\$781.165

(Page 27.) COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM—	Expenditures During Year Not Included in Operating Expenses		Total Cost to June 30, 1902	Total Cost to June 30, 1903	Cost Per Mile
	Charged to Income Acc't as Permanent Improvements	Charged to Construction or Equip- ment			
CONSTRUCTION:					
Engineering		*\$382.00			
Right of way and station grounds					
Real estate					
Grading					
Tunnels					
Bridges, trestles, and culverts					
Ties					
Rails					
Track fastenings					
Frogs and switches					
Ballast					
Track laying and surfacing					
Fencing right of way					
Crossings, cattle guards, and signs					
Interlocking or signal apparatus					
Telegraph lines					
Station buildings and fixtures					
Shops, roundhouses, and turntables					
Shop machinery and tools					
Water stations					
Fuel stations					
Grain elevators					
Storage warehouses					
Docks and wharves					
Electric light plants					
Electric motive power plants					
Gas making plants					
Miscellaneous structures					
Legal expenses					
Interest and discount					
General expenses					
Total Construction			\$789,536.66	\$789,804.66	\$766,315.30

*Deduct.

(Page 29.)

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.
Continued.

ITEM—	Expenditures During Year Not Included in Operating Expenses		Total Cost to June 30, 1902	Total Cost to June 30, 1903	Cost Per Mile
	Charged to Income Acc't as Permanent Improvements	Charged to Construction or Equip- ment			
EQUIPMENT:					
Locomotives					
Passenger cars					
Sleeping parlor, and dining cars					
Baggage, express, and postal cars					
Combination cars					
Freight cars					
Other cars of all classes					
Floating equipment					
Total equipment					
Total construction—page 27					
Grand total cost construction, equipment, etc.....			\$789,596.66	\$789,804.66	\$766,315.20
Total cost construction, equipment, etc.—State of Minnesota					

EXPLANATORY REMARKS.

(Page 26.)

No construction or permanent improvement of the road has been made during the last year.

Impossible to give the items of construction as called for on page 27.

(Page 28.)

This road has no equipment.

(Page 31.)

INCOME ACCOUNT.

For Roads Making Operating Reports.

Gross earnings from operation—Page 35.....	\$26,328.49	
Less operating expenses—Page 45.....	4,210.76	
Income from operation.....		\$22,117.73
Total income		\$22,117.73
Interest on funded debt accrued—page 23.....	\$19,200.00	
Taxes—page 79, A.....	559.99	
Total deductions from income		\$19,759.99
Net income		\$2,357.74
Surplus from operations of year ending June 30, 1903..		\$2,357.74
Surplus on June 30, 1902 (From "General Balance Sheet," 1902 report)		16,956.37
Surplus on June 30, 1903 (For entry on "General Balance Sheet," page 51).....		\$19,314.11

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EXPLANATORY REMARKS.

On comparing the present report of the Winona Bridge Railway Company with that of the previous year, it is found that there are certain differences in the Income Accounts and balance sheets, which are found impossible of explanation. See letter on file in this office, 4-12-1903, under Winona Bridge Railway Company.

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

(Page 35.)

ITEM.	Gross Earnings from Business Originating and Terminating in State of Minnesota	Deductions Account of Repayments, etc.	Actual Earnings	Gross Earnings from Interstate Business Accruing to State of Minnesota, Divided on Straight Mileage Basis	Deductions Account of Repayments, etc.	Actual Earnings	Total Gross Earnings, Including Local and Interstate Business Accruing to State of Minnesota
PASSENGER:							
Passenger Revenue							\$2,512.56
Less Repayments—							
Tickets Redeemed							
Excess Fares Refunded							
Other repayments							
Total Deductions							
Total Passenger Revenue							
Other items							\$2,512.56
Total Passenger Earnings							
FREIGHT:							
Freight Revenue							
Less Repayments—							
Overcharge to shippers							
Other repayments							
Total Deductions							
Total Freight Revenue							
Total Freight Earnings							\$10,005.51
Total Passenger and Freight Earnings							\$12,005.51
OTHER RECEIPTS FROM OPERATION—							
Switching Charges—Balance							\$12,518.07
Car mileage							
Hire of equipment							
Rents from tracks, yards, and terminals—							15.00
page 41							
Other sources							
Total Other Earnings							\$15.00
Total gross receipts from operation, Minnesota	Local and Interstate						\$12,133.07
Total gross receipts from operation—							
Entire Line							24,328.49

(Page 41.)

RENTALS RECEIVED.

Rents Received from Lease of Tracks, Yards, and Terminals.

	Situation of Property Leased	Name of Company Using Property Leased.	Item.	Total
Terminals.....				\$15.00
Grand Total.....				\$15.00

(Page 43.)

OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

Repairs of roadway and bridge.....	\$1,028.36
Other expenses	6.00
Total	\$1,034.36

CONDUCTING TRANSPORTATION.

Engine men.....	924.19
Fuel for Locomotives	93 95
Watchmen	616.92
Other expenses	38 84
Total	1,703.90

GENERAL EXPENSES.

Salaries of general officers	635.00
Salaries of Clerks and Attendants	200.00
Insurance	37.50
Total	\$872.50

RECAPITULATION OF EXPENSES.

Maintenance of Way and Structures	1,634.36
Conducting Transportation	1,703.90
General Expenses	872.50
Grand total	\$4,210.76
Percentage of Expenses to Earnings—Entire Line	15.99

OPERATING EXPENSES—STATE OF MINNESOTA

Maintenance of Way and Structures	\$777.52
Conducting Transportation	810.00
General Expenses	415.08
Total	\$2,002.20
Percentage of Expenses to Earnings—Minnesota	15.98

(Page 42.)

EXPLANATORY REMARKS.

This road has no equipment.

COMPARATIVE GENERAL BALANCE SHEET.

(Page 49.)

JUNE 30, 1902		ASSETS—	JUNE 30, 1903		YEAR ENDING JUNE 30, 1903	
Item	Total		Item	Total	Increase	Decrease
	\$789,536.66	Cost of road—Page 27.....				\$232.00
		Cost of equipment—Page 29.....		\$789,304.66		
		Stocks owned—Page 37.....				
		Bonds owned—Page 38.....				
		Other permanent investments.....				
		Lands owned.....				
	11,419.71	Cash and current assets—Page 23.....		14,009.45	\$2,589.74	
		Other Assets—				
		Equipment trusts.....				
		Materials and supplies.....				
		Sinking funds.....				
		Sundries.....				
		Profit and loss—Page 31 (or 33).....				
	\$800,956.37	Grand total.....		\$803,314.11	\$2,357.74	

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EXPLANATORY REMARKS.

On comparing the present report of the Winona Bridge Railway Company with that of the previous year, it is found that there are certain differences in the income accounts and balance sheets which are found impossible of explanation. See letter on file in this office, 4-12-1903, under Winona Bridge Railway Company.

(Page 51.) COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1902		JUNE 30, 1903		YEAR ENDING JUNE 30, 1903	
Item	Total	Item	Total	Increase	Decrease
		LIABILITIES—			
Capital stock—Page 17.....	\$400,000.00	Capital stock—Page 17.....	\$400,000.00		
Funded debt—Page 23.....	384,000.00	Funded debt—Page 23.....	384,000.00		
Current liabilities—Page 23.....		Current liabilities—Page 23.....			
Real estate mortgages.....		Real estate mortgages.....			
Accrued interest on funded debt not yet payable	16,956.37	Accrued interest on funded debt not yet payable	16,956.37		
Profit and loss—Page 31 (or 33).....		Profit and loss—Page 31 (or 33).....		\$2,357.74	
Grand total	\$800,956.37	Grand total	\$800,956.37	\$2,357.74	

(Page 55.)

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing Contracts, Agreements, Arrangements, etc., with other Companies or persons, concerning the Transportation of Freight or Passengers. Give the statement in the following order, viz: 1. Express Companies. 2. Mails. 3. Sleeping, Parlor, or Dining Car Companies. 4. Freight or Transportation Companies or Lines. 5. Other Railroad Companies. 6. Steamboat or Steamship Companies. 7. Telegraph Companies. 8. Telephone Companies. 9. Other Contracts.

1. No agreement with express companies.
2. No agreement for carrying mails.
3. No agreement with sleeping, parlor or dining-car companies.
4. No agreement with freight or transportation companies, or lines.
5. An agreement with each of the following railway companies: The Chicago, Burlington & Northern Railway Company (now the Chicago, Burlington & Quincy Railway Company); The Green Bay, Winona & St. Paul Railway Company (now The Green Bay & Western Railroad Company); The Winona & Southwestern Railway Company (now the Winona & Western Railway Company.)

By this agreement each of these companies will pay to the company for transportation over its line.

Four dollars per C. L., for freight above fourth class. Two dollars and a half per C. L. for freight, fourth class or under. Four cents per cwt. for freight in lots less than a car load, not, however to exceed car load rates.

Twenty-five cents per passenger.

No charge to be made for empty cars, engines, passenger cars and cabooses.

6. No agreement with steamboat or steamship companies.
7. No agreement with telegraph companies.
8. No other contracts.

SECURITY FOR FUNDED DEBT—Page 21.

(Page 57.)

CLASS OF BOND OR OBLIGATION—	WHAT ROAD MORTGAGED		Miles	Amount of Mortgage Per Mile of Line	What Equip-ment Mortg'd	What Income Mortg'd	What Securities Mortg'd
	From	To					
First mortgage bond with coupon.....	<p>A point on south line of block "G" & "H" in Riverside addition to the city of Winona, Wj- nona Co., State of Minn., and on North line of Third st. in said city at station 54 and 34 2.</p> <p>(Across the Mississippi River to the S. E. corner of lot 2 in section 8 in township 18 of range 10 in town of Buffalo and county of Buffalo, State of W/isconsin.</p>		1.03	\$372,815.53	None	None	None

(Page 59.)

EMPLOYEES AND SALARIES—ENTIRE LINE.

CLASS—	Number	Total No. of Days Worked	Total Yearly Compensa- tion	Average Daily Compensa- tion
General Officers	2	670	\$ 635.00	\$.95
Other Officers .....	.....	.....	.....	.....
General Office Clerks	1	335	200.00	.60
Station Agents .....	.....	.....	.....	.....
Other Station Men .....	.....	.....	.....	.....
Enginemen	2	645	924.19	1.70
Firemen .....	.....	.....	.....	.....
Conductors .....	.....	.....	.....	.....
Other Trainmen .....	.....	.....	.....	.....
Machinists .....	.....	.....	.....	.....
Carpenters .....	.....	.....	.....	.....
Other Shopmen .....	.....	.....	.....	.....
Section foremen .....	.....	.....	.....	.....
Other Trackmen .....	.....	.....	.....	.....
Switchmen, Flagmen and Watchmen	2	675	646.92	1.12
Telegraph Operators and Dispatchers .....	.....	.....	.....	.....
Employees—Account Floating Equipment .....	.....	.....	.....	.....
All other Employees and Laborers	1	430	739.85	1.72
Total (including "General Officers")—	8	2,555	\$ 3,145.76	\$1.22
Less "General Officers"	2	670	635.00	.95
Total (excluding "General Officers")—	6	1,885	\$ 2,510.76	\$1.33
DISTRIBUTION OF ABOVE:				
General Administration	2	670	585.00	.87
Maintenance of Way and Structures .....	.....	.....	.....	.....
Maintenance of Equipment .....	.....	.....	.....	.....
Conducting Transportation	6	1,885	2,560.76	1.36
Total (including "General Officers")—	.....	.....	.....	.....
Entire Line.....	8	2,555	\$ 3,145.76	\$1.22
Less "General Officers" .....	.....	.....	.....	.....
Entire Line.....	2	670	635.00	.95
Total (excluding "General Officers")—	.....	.....	.....	.....
Entire Line	6	1,885	\$ 2,510.76	\$1.33

(Page 61A)

TRAFFIC AND MILEAGE STATISTICS—STATE OF MINNESOTA.

ITEM—	Column for No. Passen- gers, Tonnage, Car Mileage, No. Cars, etc.	Columns for Revenue and Rates.		
		Dols.	Cts.	Mills.
PASSENGER TRAFFIC—				
Number of passengers carried earning revenue.....				
Number of passengers carried one mile.....				
Number of passengers carried one mile per mile of road.....				
Average distance carried.....miles				
Total passenger revenue—page 35.....				
Average amount received from each passenger.....				
Average receipts per passenger per mile.....				
Total passenger earnings—page 35.....				
Passenger earnings per mile of road.....				
Passenger earnings per train mile.....				
FREIGHT TRAFFIC—				
Number of tons carried of freight earning revenue.....				
page 63.....				
Number of tons carried one mile.....				
Number of tons carried one mile per mile of road.....				
Average distance haul of one ton.....miles				
Total freight revenue—page 35.....				
Average amount received for each ton of freight.....				
Average receipts per ton per mile.....				
Total freight earnings—page 35.....				
Freight earnings per mile of road.....				
Freight earnings per train mile.....				
TOTAL TRAFFIC—				
Gross earnings from operation—page 35.....				
Gross earnings from operation per mile of road.....				
Gross earnings from operation per train mile.....				
Operating expenses—page 45.....				
Operating expenses per mile of road.....				
Operating expenses per train mile.....				
Income from operation—page 31.....				
Income from operation per mile of road.....				
CAR MILEAGE, ETC.—				
Mileage of passenger cars.....				
Average number of passenger cars per train mile.....				
Average number of passengers per train mile.....				
Mileage of loaded freight cars—North or East.....				
Mileage of loaded freight cars—South or West.....				
Mileage of empty freight cars—North or East.....				
Mileage of empty freight cars—South or West.....				
Average number of freight cars per train mile.....				
Average number of loaded cars per train mile.....				
Average number of empty cars per train mile.....				
Average number of tons of freight per train mile.....				
Average number of tons of freight per loaded car mile.....				
Average mileage operated during year.....				
TRAIN MILEAGE—				
Mileage of revenue passenger trains.....				
Mileage of locomotives employed in "helping" passenger trains.....				
Percentage of "helping" to revenue train mileage.....				
Mileage of revenue mixed trains.....				
Mileage of revenue freight trains.....				
Mileage of locomotives employed in "helping" mixed and freight trains.....				
Percentage of "helping" to revenue train mileage.....				
Total revenue train mileage.....				
Mileage of nonrevenue trains.....				

Cannot give with any degree of accuracy traffic and mileage statistics of this railway in Minnesota.

(Page 60.)

EXPLANATORY REMARKS.

See page 55.

28 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 61.)

TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE.

ITEM—	Column for No. Passen- gers, Tonnage, Car Mileage, No. Cars, etc.	Columns for Revenue and Rates.
		Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue....	22,880	.....
Number of passengers carried one mile.....	23,566	.....
Number of passengers carried one mile per mile of road	22,880	.....
Average distance carried, miles.....	1.08	.....
Total passenger revenue—Page 35.....		\$5,281.51
Average amount received from each passenger.....		23.084
Average receipts per passenger per mile.....		22.412
Total passenger earnings—page 35.....		5,281.51
Passenger earnings per mile of road.....		5,127.68
Passenger earnings per train mile.....		.....
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue— Page 63.....		.....
Number of tons carried one mile.....		.....
Number of tons carried one mile per mile of road.....		.....
Average distance haul of one ton, miles.....		.....
Total freight revenue—Page 35.....		21,081.98
Average amount received for each ton of freight.....		.....
Average receipts per ton per mile.....		.....
Total freight earnings—Page 35.....		21,081.98
Freight earnings per mile of road.....		20,419.46
Freight earnings per train mile.....		.....
TOTAL TRAFFIC—		
Gross earnings from operation—Page 35.....		29,528.49
Gross earnings from operation per mile of road.....		28,939.70
Gross earnings from operation per train mile.....		.....
Operating expenses—Page 45.....		4,210.76
Operating expenses per mile of road.....		4,183.29
Operating expenses per train mile.....		.....
Income from operation—Page 31.....		25,617.78
Income from operation per mile of road.....		24,871.58
CAR MILEAGE, ETC.—		
Mileage of passenger cars.....	No record.	.....
Average number of passenger cars per train mile.....		.....
Average number of passengers per train mile.....		.....
Mileage of loaded freight cars—North or East.....		.....
Mileage of loaded freight cars—South or West.....		.....
Mileage of empty freight cars—North or East.....		.....
Mileage of empty freight cars—South or West.....		.....
Average number of freight cars per train mile.....		.....
Average number of loaded cars per train mile.....		.....
Average number of empty cars per train mile.....		.....
Average number of tons of freight per train mile.....		.....
Average number of tons of freight per loaded car mile.....		.....
Average mileage operated during year.....	1.08	.....
	Miles.	Miles.
TRAIN MILEAGE—		
Mileage of revenue passenger trains.....	No record.	No record.
Mileage of locomotives employed in "helping" passen- ger trains.....		
Percentage of "helping" to revenue train mileage, per cent.....		
Mileage of revenue mixed trains.....		
Mileage of revenue freight trains.....		
Mileage of locomotives employed in "helping" mixed and freight trains.....		
Percentage of "helping" to revenue train mileage, per cent.....		
Total revenue train mileage.....		.....
Mileage of nonrevenue trains.....		.....

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

Cannot be given.

(Page 62.)

EXPLANATORY REMARKS.

It is impossible to give answers to enquiries on page 63.

(Page 64.)

EXPLANATORY REMARKS.

This road has no equipment.

(Page 67.)

MILEAGE.

Mileage of Road Operated (All Tracks).

LINE IN USE—	Line Represented by Capital Stock		Line of Property Companies	Line Operated Under Lease	Line Operated Under Contract, Trackage Etc.,	Total Mileage Operated	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs						Iron	Steel
Miles of single track.....	1.03					1.03			1.03
Miles of second track.....									
Miles of third track.....									
Miles of fourth track.....									
Miles of yard track and sidings.....									
Total mileage operated (all tracks).....	1.03					1.03			1.03

B. Mileage of Line Operated by States and Territories (Single Track).

State or Territory—									
Minnesota .....	.49								.49
Wisconsin .....	.54								.54
Total mileage operated (single track)...	1.03								1.03

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OR TERRITORY—	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year.	RAILS	
	Main Line	Branches and Spurs			Iron	Steel
Minnesota .....	.49		.49			.49
Wisconsin .....	.54		.54			.54
Total mileage owned (single track).....	1.03		1.03			1.03

MILEAGE—STATE OF MINNESOTA.

Mileage of Road Operated (All Tracks).

LINE IN USE—	Line Represented by Capital Stock		Line of Property Companies	Line Operated Under Lease	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs							Iron	Steel
Miles of single track .....	.49						.49			.49
Miles of second track										
Miles of third track										
Miles of fourth track										
Miles of yard track and sidings										
Total Mileage Operated (all tracks) .	.49						.49			.49

B. Mileage of Line Operated by States and Territories (Single Track).

State of Minnesota .....	.49						.49			.49
Total mileage operated (single Track) .....	.49						.49			.49

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OF MINNESOTA—	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs			Iron	Steel
Minnesota .....	.49		.49			.49
Total mileage owned (single track) .....	.49		.49			.49

(Page 71.)

ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

A. Accidents Resulting from the Movement of Trains, Locomotives or Cars.

KIND OF ACCIDENT	EMPLOYEES											
	Trainmen		Switchmen, Flagmen and Watchmen		Station Men		Shop Men		Trackmen		Other Employers	
	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd
Coupling or uncoupling												
Collisions												
Derailments												
Parting of trains												
Locomotives or Cars breaking down												
Falling from trains, locomotives, or cars												
Jumping on or off trains, locomotives, or cars												
Struck by trains, locomotives, or cars												
Overhead obstructions												
Other causes												
Total	2		2								4	8
Average number employed during year.												

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

(Page 73.)

WORKING DIVISIONS OR BRANCHES			ALIGNMENT			PROFILE						
From	To	Miles	Num-ber of Curves	Agg'gate Length of Curved Line Miles	Length of Straight Line Miles	Length of Level Line Miles	Ascending Grades			Descending Grades		
							No.	Sum of Ascents Feet	Aggregate Length of Ascending Grades Miles	No.	Sum of Descents Feet	Aggregate Length of Descending Grades Miles
A point on South line of block "G" and "H" in Riverside addition to Winona, state of Minn- esota, and on North line of Third street in said city at station 54 and 34.2.	(Across the Mississippi river) to the Southeast corner of lot 2 in section 8 township 18 north of range 10 in the town and county of Buffalo and state of Wisconsin.	1.03	2	.38	.712	.248	5	146.5	3.78	3	11.7	.404

(Page 75.)

CHARACTERISTICS OF ROAD—Continued—STATE OF MINNESOTA.

Bridges, Trestles, Tunnels, Etc.

ITEM.	Number	Aggregate Length Feet	Minimum Length Feet	Maximum Length Feet	ITEM	Number	Height of Lowest Above Surface of Rail Ft. In.
Bridges	1	2,706.08			Overhead Highway Crossings—		
Stone					Bridges		
Iron					Conduits		
Wooden					Trestles		
Combination					Total		
Total	1	2,706.08			Overhead Railway Crossings—		
					Bridges		
					Conduits		
					Trestles		
					Total		
Trestles					Tunnels		
Tunnels							

Gauge of track. 4 feet 8½ inches. 1.03 miles.

TELEGRAPH.

A. Owned by Company Making This Report.

Miles of Line	Miles of Wire	Operated by This Co.		Operated by Another Company.		
		Miles of Line	Miles of Wire	Miles of Line	Miles of Wire	Name of Operating Co.
2.28	2.28	2.28	2.28	.....	.....

(Page 74.)

EXPLANATORY REMARKS.

The bridge described on page 75 is a drawbridge across the Mississippi river and the length given includes trestle and pile approaches on each side of river.

The telegraph line owned by this company extends along the whole length of the line of railway, 1.03 miles from the western terminus of the line to the east side of Lafayette St. in the city of Winona to the general office of the company.

(Page 79.)

TAXES AND ASSESSMENTS OF ALL KINDS.

For Reporting Company's Owned and Proprietary Lines.

STATE OR TERRITORY—	AD VALOREM TAX		SPECIFIC TAXES				On Property Owned and Used in Operation and Miscellaneous or on license	Internal Revenue, U. S. Government	Total
	On the Value of Real and Personal Property	On the Value of Stocks or Bonds, or on Valuation Based on Earnings, Dividends, or other Results of Operation	On Stocks, Bonds, Loans, etc.	On Gross or Net Earnings, Revenue, or Dividends	On Traffic or Some Physical Quality of Property Operated, or on Privilege				
Minnesota	\$328.16	.....	.....	.....	.....	\$328.16
Wisconsin	231.83	.....	.....	.....	.....	231.83
Total	\$559.99	.....	.....	.....	.....	\$559.99

Wisconsin Central Railway Co.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Wisconsin Central Railway Company.

2. Date of organization? December 30, 1897.

3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Under the General Laws of the State of Wisconsin. Chapter 87 of the revised Statutes of Wisconsin of 1878. First enacted as Chapter 119 of the General Laws of 1872.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Not a consolidated company.

5. Date and authority for each consolidation? See statement last above.

6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Not strictly a reorganized company, but an independent company, which purchased the railroads and properties of the Wisconsin Central Company, the Wisconsin Central Railroad Company, the Milwaukee & Lake Winnebago Company, the Chicago, Wisconsin & Minnesota Railroad Company, the Packwaukee & Montello Railroad Company, and the Marshfield & South Eastern Railway Company.

7. What carrier operates the road of this company? An operating report.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Wm. L. Bull	38 Broad St., New York..	Oct. 13, 1903
John Crosby Brown	59 Wall St., New York..	Oct. 13, 1903
James C. Colgate	36 Wall St., New York...	Oct. 13, 1903
Fred T. Gates	26 Broadway, New York..	Oct. 13, 1903
Gerald L. Hoyt.....	24 Exchange Place, New York	Oct. 13, 1903
Francis R. Hart.....	Old Colony Trust Co., Boston.	Oct. 13, 1903
Edward W. Sheldon	45 Wall St., New York..	Oct. 13, 1903
William F. Vilas	Madison, Wis.....	Oct. 13, 1903
Henry F. Whitcomb	Milwaukee, Wis.....	Oct. 13, 1903
Howard Morris	Milwaukee, Wis.....	Oct. 13, 1903
Jos. S. Dale.....	24 Exchange Place, New York	Oct. 13, 1903

Total number of stockholders at date of last election? 11

Date of last meeting of stockholders for election of directors? October 14, 1902.

Give post-office address of operating office? Milwaukee, Wis.

Give post-office address of general office? Milwaukee, Wis.

Give name and address of officer to whom correspondence regarding this report should be addressed? Robert Toombs, Comptroller and Auditor; Milwaukee, Wis.

(Page 7.)

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the board.....	Wm. L. Bull.....	New York
President	Henry F. Whitcomb..	Milwaukee, Wis.
Secretary	Charles M. Morris....	Milwaukee, Wis.
Treasurer	W. R. Hancock.....	Milwaukee, Wis.
General Counsel.....	Edward W. Sheldon.....	New York
General Counsel	Howard Morris.....	Milwaukee, Wis.
Comptroller and auditor	Robert Toombs.....	Milwaukee, Wis.
Chief engineer	Charles N. Kolk....	Milwaukee, Wis.
General superintendent.....	Earl F. Potter.....	Milwaukee, Wis.
Asst. gen'l. superintendents.	Charles W. Booth....	Milwaukee, Wis.
Division superintendent....	A. R. Horn.....	Fond du Lac, Wis.
Division superintendent....	E. H. Cutter.....	Abbotsford, Wis.
Supervisor of telegraph.....	P. W. Drew.....	Milwaukee, Wis.
General freight agent	Burton Johnson.....	Milwaukee, Wis.
Asst. gen'l. freight agents {	C. E. Wilson.....	Milwaukee, Wis.
	E. G. Clark.....	Milwaukee, Wis.
General passenger agent ...	J. C. Pond.....	Milwaukee, Wis.
Land commissioner	W. H. Killen.....	Milwaukee, Wis.

(Page 9A.)

PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad, the Operations of which are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a Main line.
 - b Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon the earnings or other considerations.
5. Line operated under Trackage Rights.

NAME—	TERMINAL		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
No. 1. a Wisconsin Central Ry.	Wis. Minn. State Line Minneapolis "Y"	Trout Brook Jct.	23.43	23.43
No. 1. b Wisconsin Central Ry.	Spur to Industries .....	.....	1.63	1.63
No. 5. St. P. & N. P. Ry.	Trout Brook Jc.	C. of 3d St. St. Paul.	2.37	.....
St. Paul Union Depot Co.	Mississippi St. Conn. St. Paul. C of 3d st.	Union Depot C. of 3rd st. Minneapolis. ....	.38 .55	.....
Great Northern Railway	C of 3rd st. St. Paul .....	.....	10.76	.....
Minneapolis Union Railway	In Minneapolis .....	.....	2.71	16.65
Total .....	.....	.....	41.97	41.97

PROPERTY OPERATED.

(Page 9.)

NAME—	TERMINALS		Miles of Line for Each Class of Road Named
	From	To	
No. 1. a Wisconsin Central Railway Co.	Central Av., Chicago Minneapolis "y" at Abbotsford North "y" at	Trout Brook Jc., St. Paul Trout Brook Jc., St. Paul Ashland Abbotsford	452.02 .28 182.56 .26
No. 1. b Wisconsin Central Railway Co.	Neenah Neenah "y" Stevens Point Packwaukee Jc. Marshfield Marshfield Chelisea Mellen South "y" at Ashland Ore Dock and yard line Ashland Commercial Dock Line Chippewa Falls Spurs to Industries	Manitowoc Portage Montello Nekoosa Greenwood Red Lake Bessemer Mellen Ashland Eau Claire	44.18 .24 70.76 7.68 33.61 22.44 6.57 33.56 .21 2.28 1.27 9.84 101.40
No. 5. Illinois Central R. R.	South Water st. Chicago. Rugby Jct. Magenta Trout Brook Jct. Mississippi St. Connection. Center of 3rd St. St. Paul Center of 3rd St. St. Paul In Minneapolis	Harlem Jc. Milwaukee Eau Claire Terminal Center of 3rd st. St. Paul St. Paul Union Depot, St. Paul Center of 3rd St., Minneapolis.	14.37 27.60 1.32 2.27 .36 .56 10.76 2.71
Total mileage operated			586.09 59.94 977.04

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CAPITAL STOCK.

DESCRIPTION—	Number of Shares Authorized	Par Value of Shares	Total Par Value Authorized	Total Am't Issued and Outstanding	Dividends Declared During Year	
					Rate Per Cent	Amount
Capital stock—						
Common	175,000	\$100.00	\$17,500,000	\$17,500,000	.....	.....
Preferred.....	125,000	\$100.00	12,500,000	12,500,000	.....	.....
Total	300,000	\$100.00	\$30,000,000	\$30,000,000	.....	.....

MANNER OF PAYMENT FOR CAPITAL STOCK.

	Number of Shares Issued during year.	Cash Realized on Amount Issued during Year	Total No. Shares Issued and Outstanding.	Total Cash Realized.
Issued for cash
Common
Preferred.....
Issued for construction
Common
Preferred.....
Issued for reorganization:—
Common
Preferred.....
Issued for purchase of railroad property	300,000
Total	300,000

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FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

CLASS OF BOND OR OBLIGATION.	TIME		Amount of Authorized Issue	Amount Issued	Amount Outstanding	Cash Realized on Amount Issued	INTEREST			
	Date of Issue	When Due					Rate Pr Ct.	When Payable	Amt. Accrued During Year	Amount Paid During Year
Wis. Cent. Ry. Co first general mortgage bonds.....	Jul. 13 1899	Jul. 1 1949	\$27,000,000.00	\$24,640,000.00	\$23,748,000.00	.....	4 {	Jan. & July.	\$951,417.22	\$954,137.22
Wis. Cent. R. R. Co. first series bonds.....	Jan. 1 1919	Jan. 1 1969	764,500.00	764,500.00	658,500.00	.....	5 {	Jan. & July.	32,942.78	32,962.78
C. W. & M. R. R. first mortgage bonds.....	Sep. 1 1885	Mar. 1 1916	835,000.00	835,000.00	776,000.00	.....	6 {	Mar. & Sept.	46,560.00	46,560.00
M. & L. W. R. R. first mortgage bonds.....	Mar. 27 1882	Jul. 1 1912	639,000.00	639,000.00	604,000.00	.....	6 {	Jan. & July.	36,240.00	36,240.00
M. & S. E. division P. M. mortgage bonds.....	May 1 1901	May 1 1951	450,000.00	450,000.00	438,000.00	.....	4 {	May & Nov.	17,780.00	17,820.00
Minneapolis Terminal P. M. mortgage bonds.....	Jan. 1 1900	Jan. 1 1950	500,000.00	500,000.00	500,000.00	.....	3 1/2 {	Jan. & July.	17,500.00	17,500.00
Total mortgage bonds.....	.....	.....	\$29,685,500.00	\$27,828,500.00	\$26,225,500.00	.....	.....	.....	\$1,084,940.00	\$1,087,750.00
Total miscellaneous obligations.....	500,000.00	500,000.00	500,000.00	17,500.00	17,500.00
Grand total.....	\$30,185,500.00	\$27,828,500.00	\$26,725,500.00	\$1,102,440.00	\$1,105,250.00

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EXPLANATORY REMARKS.

The amounts under columns "Amount of Authorized Issue" and "Amount Issued" opposite Wisconsin Central Railroad Company First Series Bonds (\$764,500), C. W. & M. R. R. First Mortgage Bonds (\$835,000), M. & L. W. R. R. First Mortgage Bonds (\$639,000), are the amounts of such bonds in the hands of the public, outstanding at the date of the issue of Wisconsin Central Railway Company First General Mortgage Bonds, namely, July 13, 1899, and for the purchase, exchange or retirement thereof, there were reserved \$2,483,000 of said First General Mortgage Bonds.

(Page 21.)

FUNDED DEBT—Continued.

Equipment Trust Obligations.

A. General Statement.

Series or Other Designation	Date of Issue	Term	Number of Payments	Equipment Covered
Wisconsin Central Railway Co. 5 per cent gold equipment trust bonds.....	July 1, 1902.....	10 years.....	10.....	{ 10 Brooks freight locomotives. 10 Chautauqua passenger locomotives. 300 box cars. 100 stock cars. 25 refrigerator cars. 3 railway postoffice cars. 5 first class passenger coaches. 2 chair cars. 2 composite cars with observation end. 2 composite cars with vestibules. 2 baggage cars. 1 60-ton wrecking crane. 3 single mast hand wrecking cranes. }

B. Statement of Amount.

Series or Other Designation	Cash Paid on Delivery of Equipment	Deferred Payments—Principal		Deferred Payments—Interest.		
		Original Amount	Amount Outstanding	Original Amount	Amount Outstanding	Amount Paid During Year
Wisconsin Central Railway Co. 5 per cent gold equipment trust bond.....	\$138,453.84	\$600,000.00	\$595,000.00	\$165,000.00	\$117,025.00	\$15,075.00
Total	\$138,453.84	\$600,000.00	\$595,000.00	\$165,000.00	\$117,025.00	\$15,075.00

RECAPITULATION OF FUNDED DEBT.

(Page 28.)

CLASS OF DEBT—	Amount Issued	Amount Outstanding	INTEREST	
			Amount Accrued during Year	Amount Paid during Year
Mortgage bonds—page 19	\$27,323,500.00	\$23,225,500.00	\$1,034,940.00	\$1,087,750.00
Miscellaneous obligations—page 19	500,000.00	500,000.00	17,500.00	17,500.00
Income bonds—page 19	600,000.00	585,000.00	29,350.69	15,075.59
Equipment trust obligations—page 21				
Total	\$28,423,500.00	\$27,320,500.00	\$1,132,390.69	\$1,120,325.59

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1903.	
Cash	\$1,376,912.61	Receiver's certificates	.....
Bills receivable	.....	Loans and bills payable	.....
Due from agents	423,719.36	Audited vouchers and accounts	.....
Due from solvent companies and individuals	35,191.41	Wages and salaries	\$249,536.44
Net traffic balances due from other companies	5,786.63	Net traffic balances due to other companies	251,313.02
Other cash assets (excluding "Materials and Supplies")*	300.00	Dividends not called for	.....
		Matured interest coupons unpaid (inc. coupons due July 1	533,167.50
		Rents due July 1	.....
		Miscellaneous	.....
Total—Cash and current assets	\$1,841,910.01	Total—Current liabilities	\$1,037,016.98
Balance—Current liabilities	.....	Balance—Cash assets	804,893.05
Total	\$1,841,910.01	Total	\$1,841,910.01

*Materials and supplies on hand, \$347,844.86.

(See General Balance Sheet—page 49.)

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RECAPITULATION.

A. For Mileage owned by Road making this Report.

ACCOUNT—	Total Amount Outstanding	APPORTIONMENT		AMOUNT PER MILE OF LINE	
		To Railroads	To Other Properties	Miles	Amount
Capital stock—page 17.....	\$30,000,000.00	\$30,000,000.00	.....	982.51	\$30,534
Bonds—page 19 (grand total).....	26,725,500.00	26,725,500.00	.....	982.51	27,201
Equipment trust obligations—page 21.....	593,000.00	593,000.00	.....	982.51	606
Total.....	\$57,320,500.00	\$57,320,500.00	.....	982.51	\$58,311

B. For Mileage Operated by Road making this Report (Trackage Rights excluded), the Operations of Which are Included in the Income Account—Page 31.

NAME OF ROAD—	Capital Stock	Funded Debt	Total	AMOUNT PER MILE OF LINE	
				Miles	Amount
Wisconsin Central Railway Co.	\$80,000,000.00	\$27,320,500.00	\$57,320,500.00	917.10	\$62,502
Grand Total	\$80,000,000.00	\$27,320,500.00	\$57,320,500.00	917.10	\$62,502

(Page 27.) COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM—	Expenditures During Year				Total Cost to June 30, 1902	Total Cost to June 30, 1903	Cost Per Mile
	Included in Operating Expenses	Not Included in Operating Expenses		Charged to Income Account as Permanent Improvements*			
		Charged to Improvement*	Charged to Construction or Equipment				
CONSTRUCTION:							
Engineering					\$18,438.23	\$18,438.23	\$18.77
Right of way and station grounds					14,495.82	14,495.82	14.76
Real estate					500,243.06	500,243.06	509.15
Grading					643,957.39	676,132.80	687.15
Tunnels							
Bridges, trestles, and culverts					57,332.43	57,332.43	58.30
Ties							
Rails					249,740.11	266,175.04	270.91
Track fastenings							
Frogs and switches							
Ballast					798.36	798.36	.81
Track laying and surfacing					4,174.70	4,174.70	4.25
Fencing right of way					2,735.41	2,735.41	2.78
Crossings, cattle guards, and signs					446.68	446.68	.45
Interlocking or signal apparatus							
Telegraph lines					514.78	514.78	.52
Station buildings and fixtures					98,054.36	112,059.80	114.06
Shops, roundhouse, and turntables					328,919.88	328,919.88	334.78
Shop machinery and tools					37,078.40	37,078.40	37.74
Water stations					10,187.87	10,187.87	10.37
Fuel stations					41,029.23	41,049.23	41.78
Grain elevators							
Storage warehouses							
Docks and wharves					36,923.74	36,923.74	37.48
Electric light plants							
Electric motive power plants					54,547.01	54,547.01	55.52
Purchase of constructed road					45,026,241.74	45,026,241.74	46,438.43
Miscellaneous structures					28,686.37	28,686.37	29.15
Legal expenses					13,275.79	13,275.79	13.60
Interest and discount					1,313,399.48	1,313,399.48	1,336.78
General expenses					40,155.10	40,155.10	40.87
Total construction	\$31,452.88	\$418,360.19	*\$252,759.08		\$49,440,020.19	\$49,187,801.11	50,003.47

*Deduct.

(Page 29.)

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS—Continued.

ITEM—	Expenditures During Year			Total Cost to June 30, 1902	Total Cost to June 30, 1903	Cost per Mile
	Included in Operating Expenses	Not Included in Operating Expenses	Charged to Income Account as Permanent Improvements			
EQUIPMENT:						
Locomotives		\$75,489.12		\$904,755.86	\$843,294.50	\$858.81
Passenger cars		38,571.49		96,276.98	96,276.98	97.99
Sleeping, parlor, and dining cars				72,000.00	72,000.00	78.28
Baggage, express, and postal cars		8,802.04		38,300.00	38,300.00	39.90
Combination cars				13,969.48	13,969.48	14.32
Freight cars		80,980.78		2,049,867.80	2,955,292.88	8,007.60
Others cars of all classes		6,763.51		78,451.06	92,702.96	94.86
Floating equipment						
Total equipment		\$209,596.04		\$4,151,520.27	\$4,112,735.78	\$4,185.92
Total construction—page 27	\$81,452.88	418,860.19		49,440,620.19	49,187,861.11	50,003.47
Grand total cost construction, equipment, etc	\$81,452.88	\$627,957.18		\$58,592,140.46	\$53,900,596.89	\$54,249.42
Total cost construction, equipment, etc.— State of Minnesota	\$850.60	\$16,201.29		\$2,380,864.31	\$2,823,342.49	\$91,759.18

*Deduct.

Do the amounts entered under the heading "Included in Operating Expenses" (page 27 or 29) cover all expenditures for permanent improvements or betterments charged to operating expense accounts? Yes.

(Page 31.)

INCOME ACCOUNT.

(For Roads Making Operating Reports.)

Gross earnings from operation—Page 35	\$6,667,741.15	
Less operating expenses	4,225,617.07	
Income from operation		\$2,442,124.08
Interest on bonds owned—page 39	\$2,800.00	
Miscellaneous income—less expenses—page 41	87,594.44	
Income from other sources		40,894.44
Total income		\$2,482,518.52
Interest on funded debt accrued—page 23	\$1,182,890.69	
Taxes—page 79, A	334,290.88	
Permanent improvements—page 29	627,957.18	
Other deductions—Includes \$391,763.04 for rental of terminals in the cities of Chicago, Milwaukee, St. Paul and Minneapolis etc.	397,056.67	
Total deductions from income		\$2,391,695.32
Net income		\$90,823.20
Surplus from operations of year ending June 30, 1903 ..		\$90,823.20
Surplus on June 30, 1902 (from "General Balance Sheet," 1902 report)		\$682,049.41
Deductions for year		\$5,250.00
Surplus on June 30, 1903 (For entry on "General Balance Sheet," page 51)		\$717,622.61

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EXPLANATORY REMARKS.

Deductions from Income—

Permanent Improvements:—The amount returned, viz.: \$637,957.13, is not deducted from income for the year covered by the report, but was appropriated by the board of directors out of the surplus accumulated from July 1st, 1899, to June 30th, 1903.

Other Deductions:—

Rental of terminals, as stated on page 31	\$ 391,763.04
Sinking fund payments required by M. & S. E. div. P. M. mortgage	5,293.63
Total	\$ 397,056.67

Deductions for year, \$5,250.00.

Sinking fund payment required by M. & S. E. div. P. M. mortgage for year ending June 30th, 1902.

(Page 35.) EARNINGS FROM OPERATION—STATE OF MINNESOTA.

ITEM.	Gross Earnings from Business Originating and Terminating in State of Minnesota	Deductions Account of Repayments, etc.	Actual Earnings	Gross Earnings from Interstate Business, Accruing to State of Minnesota, Divided on Straight Mileage Basis	Deductions Account of Repayments, etc.	Actual Earnings	Total Gross Earnings, Including Local and Interstate Business, Accruing to State of Minnesota
PASSENGER—							
Passenger revenue	\$332.71			\$45,406.68			\$45,739.39
Less repayments—					\$1,173.24		1,173.24
Tickets redeemed							
Other Repayments							
Total deductions					\$1,173.24		
Total passenger revenue			\$332.71			\$44,233.44	\$44,616.15
Mail							5,633.80
Express							5,990.74
Extra baggage and storage			67.07			666.51	673.58
Other items							927.77
Total passenger earnings						\$44,839.95	\$45,492.04
FREIGHT—							
Freight revenue	\$8,540.85			\$175,937.82			184,478.67
Less repayments—							
Overcharge to shippers		\$519.54			\$8,019.48		8,536.02
Other repayments							
Total deductions							
Total freight revenue			\$8,021.31			\$167,921.34	\$175,942.65
Other items							547.00
Total freight earnings							\$176,489.65
Total passenger and freight earnings							\$231,981.69
OTHER EARNINGS FROM OPERATION—							
Switching charges—Bal							
Car Mileage—Balance							739.16
Hire of equipment—balance							
Telegraph Companies							
Rents from Tracks, Yards and Terminals							154.34
Rents not otherwise provided for							
Total other earnings							\$863.50
Total gross earnings from operation—							\$232,845.19
Minnesota							
Total gross earnings from operation—							6,007,741.15
Entire line							

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STOCKS OWNED.

A. Railway Stocks.

NAME—	Total Par Value.	Rate, Per Ct.	Income or Dividend Received.	Valuation.
Minnesota Transfer Railway Co.	\$7,000.00			\$7,000.00
Wisconsin Central Railway Co.—				
Common	1,352,124.07			1,352,124.07
Preferred	1,232,895.64			1,232,895.64
Total	\$2,582,019.71			\$2,582,019.71

B. Other Stocks.

La Pointe Iron Co.	\$45,140.00			\$100.00
Total	\$45,140.00			\$100.00
Grand Total—A and B	\$2,627,159.71			\$2,582,119.71

(Page 39.)

BONDS OWNED.

A. Railway Bonds.

NAME—	Total Par Value	Rate Per Ct.	Income or Interest Received.	Valuation.
Minnesota Transfer Railway Co.—				
First Mortgage Bonds	\$4,000.00	5	\$200.00	\$4,000.00
First Mortgage Bonds	13,933.50	4	500.00	13,933.50
Abbotsford and North Eastern Ry. Co—				
First Mortgage Bonds	35,000.00	6	2,100.00	35,000.00
Total	\$52,933.50		\$2,800.00	\$52,933.50

B. Other Bonds.

Grand total—A and B.....	\$52,933.50		\$2,800.00	\$52,933.50
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(Page 41.)

RENTALS RECEIVED.

Rents Received from Lease of Tracks, Yards, and Terminals.

Designation of Property	Situation of Property	Company Using Property	Item	Totals
Tracks	McMillan, Wis.	C. & N. W. Ry. ..	\$ 76.32	.....
Altenheim to Frank- lin Park	Illinois	C. M. & St. P. Ry.	6,570.00	.....
Ashland Mine tks.	Ironwood, Mich	C. & N. W. Ry. ..	42.00	.....
Blast Furnace Track ..	Ashland, Wis.	C. & N. W. Ry. ..	1,563.00	.....
Bay Front Track	Ashland, Wis.	C. St. P. M. & O. Ry.	105.50	.....
Total .....	.....	.....		\$ 8,356.82
Terminals—				
Depot	Emerald, Wis.	C. St. P. M. & O. Ry.	70.68	.....
Total .....	.....	.....		70.68
Grand Total rents received .....	.....	.....	.....	\$ 8,427.50

MISCELLANEOUS INCOME.

ITEM—	Gross Income	Less Expenses	Net Miscellaneous Income
Interest and Exchange	\$35,630.99	\$1,110.85	\$34,520.14
Miscellaneous Rentals	3,460.10	385.80	3,074.30
Total	\$39,091.09	\$1,496.65	\$37,594.44

(Page 43.)

OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

Repairs of Roadway	\$366,525.85
Renewals of rails	89,840.14
Renewals of ties	124,704.32
Repairs and Renewals of Bridges and Culverts	69,882.49
Repairs and Renewals of Fences, Road Crossings, Signs and Cattle Guards	13,725.79
Repairs and Renewals of Buildings and Fixtures	47,677.29
Repairs and renewals of docks and wharves	11,412.21
Repairs and renewals of telegraph	4,688.24
Stationery and printing	1,271.95
Other Expenses	33,378.69
Total	\$763,096.97

MAINTENANCE OF EQUIPMENT.

Superintendence	\$14,867.99
Repairs and Renewals of Locomotives	280,865.65
Repairs and renewals of passenger cars	83,254.88
Repairs and Renewals of Freight Cars	265,982.61
Repairs and renewals of work cars	12,985.28
Repairs and renewals of shop machinery and tools	20,798.31
Stationery and printing	1,188.74
Other Expenses	35,672.17
Total	\$721,615.43

CONDUCTING TRANSPORTATION.

Superintendence	\$84,294.46
Engine and Roundhouse Men	446,449.72
Fuel for Locomotives	652,898.11
Water Supply for Locomotives	30,341.32
Oil, Tallow, and Waste for Locomotives	13,892.84
Other Supplies for Locomotives	6,448.51
Train Service	292,243.01
Train supplies and expenses	58,677.81
Switchmen, flagmen, and watchmen	155,676.63
Telegraph expenses	110,909.28
Station service	326,318.40
Station supplies	27,315.09
Switching charges—Balance	14,972.36
Loss and Damage	38,990.48
Injuries to persons	31,257.67
Clearing Wrecks	19,210.03
Advertising	12,682.69
Outside Agencies	127,722.81
Rents for Tracks, Yards, and Terminals—Page 47, B—See also page 31.	
Rents of buildings and other property	12,752.06
Stationery and printing	16,768.76
Total	\$2,478,721.83

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OPERATING EXPENSES—Continued.

GENERAL EXPENSES.

Salaries of General Officers	\$55,262.50
Salaries of Clerks and Attendants	60,097.50
General Office Expenses and Supplies	21,274.79
Insurance	89,000.00
Law expenses	88,465.28
Stationery and Printing (General Officers).....	20,255.34
Other expenses	21,627.83
Total	<u>\$262,183.34</u>

RECAPITULATION OF EXPENSES.

Maintenance of Way and Structures	\$763,096.97
Maintenance of Equipment	721,616.43
Conducting Transportation	2,478,721.33
General Expenses	<u>262,183.34</u>
Grand Total	<u>\$4,225,617.07</u>
Percentage of Expenses to Earnings—Entire Line	63.37

OPERATING EXPENSES—STATE OF MINNESOTA.

Maintenance of Way and Structures	\$29,093.69
Maintenance of Equipment	28,143.01
Conducting Transportation	109,049.84
General Expenses	<u>10,225.15</u>
Total	<u>\$176,511.69</u>
Percentage of Expenses to Earnings—Minnesota	75.81

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RENTS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.

See page 31.

COMPARATIVE GENERAL BALANCE SHEET.

(Page 49.)

JUNE 30 1902		JUNE 30, 1903		YEAR ENDING JUNE 30, 1903	
		ASSETS—			
Item	Total	Item	Total	Increase	Decrease
Cost of road—page 27	\$49,440,820.19	Cost of road—page 27	\$49,187,861.11		\$252,959.08
Cost of equipment—page 29	4,151,520.27	Cost of equipment—page 29	4,112,785.78		38,734.49
Stocks owned—page 37	2,592,119.71	Stocks owned—page 37	2,592,119.71		
Roads owned—page 39	46,881.32	Roads owned—page 39	52,938.50	\$6,101.88	
Other permanent investments	78,098.19	Other permanent investments	78,098.19		
Wm. L. Bull, Trustee	171,659.40	Wm. L. Bull, Trustee	28,070.22		142,589.28
Special improvement acc't (cash)	216,688.29	Special improvement acc't (cash)	167,778.00		48,905.48
Land and Dep't. accts., receivable, less accrd. liabilities	1,831,766.27	Land and Dep't. accts., receivable, less accrd. liabilities	1,841,910.01	10,144.04	
Cash and current assets—page 23		Cash and current assets—page 23			
Other Assets—		Other Assets—			
Equipment trusts	538,508.11	Equipment trusts	538,988.14	538,988.14	
Materials and supplies	1,311.02	Materials and supplies	847,834.86	847,834.86	
Sinking fund	12,086.24	Sinking fund	61,087.86	284,386.75	
Sundries		Sundries	11,166.20	80,876.47	
Profit and loss—page 31 (or 33)		Profit and loss—page 31 (or 33)			938.04
Grand total	\$59,126,147.40	Grand total	\$59,537,416.21	\$411,270.81	

(Page 51.) . . . COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1902		LIABILITIES—		JUNE 30, 1903		YEAR ENDING JUNE 30, 1903	
Item	Total			Item	Total	Increase	Decrease
\$80,000,000.00	Capital stock—page 17				\$80,000,000.00		
26,869,500.00	Funded debt—page 23				27,320,500.00	\$451,000.00	
1,162,137.45	Current liabilities—page 23				1,087,016.96		\$125,130.49
	Real estate mortgages						
18,458.66	Accrued interest on funded debt not yet payable.				18,446.00		40.00
126,955.54	Equipment Renewal Account				160,985.00	32,995.37	
48,383.86	Residual Suspense Account				8,594.67		391.45
263,854.03	Sinking Fund Trusts for acct. of land sales, etc.				196,807.52	34,630.79	
632,049.41	Profit and loss—page 31 (or 33)				717,622.61	85,573.20	66,776.51
\$59,126,147.40	Grand total				\$59,537,418.31	\$411,270.81	

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IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

2. S. P. & N. P., Mississippi St. connection, St. Paul, decreased ac count of rearrangement of tracks, .02 miles. Great Nor. Railway, Mississippi St. connection, St. Paul, abandoned, .35 miles.

7. \$600,000.00 Trust Equipment 5 per cent gold bond issued, of which \$5,000.00 have been purchased and retired during the year.

8. The following bonds were purchased, cancelled and destroyed: \$136,000.00 First General Mortgage bonds. \$2,000.00 Wis. Cent. R. R, 1st series bonds. \$6,000.00 M. & S. E. Div., P. M. Mortgage bonds.

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing Contracts, Agreements, Arrangements, etc., with other Companies or persons, concerning the Transportation of Freight or Passengers. Give the statement in the following order, viz: 1. Express Companies. 2. Mails. 3. Sleeping, Parlor, or Dining Car Companies. 4. Freight or Transportation Companies or Lines. 5. Other Railroad Companies. 6. Steamboat or Steamship Companies. 7. Telegraph Companies. 8. Telephone Companies. 9. Other Contracts.

1. All business handled by the National Express Company, in consideration of which they pay the Wisconsin Central Railway Company a percentage of their gross earnings.

2. Mails are transported in accordance with rules and regulations of the United States Postoffice Department, compensation fixed by the United States P. O. Department under Route No. 139061.

3. Sleeping cars are owned jointly with the Pullman Company, by whom they are operated over the lines of the Wisconsin Central Railway Company.

(Page 57.) SECURITY FOR FUNDED DEBT—Page 23.

CLASS OF BOND OR OBLIGATION—	WHEAT ROAD MORTGAGED		Miles	Amount of Mortgage Per Mile of Line	What Equip-ment Mortg'd	What Income Mort-gaged	What Securities Mort-gaged
	From	To					
First general mortgage bonds, Wis. Cent. Ry. Co.....	All lines, page 9.....	No. 1A and No. 1B.....	932.51	\$24,170	All.....	All.....	See note page 56.
First series bonds, Wis. Cent. R. Co.....	Menasha.....	Ashland.....	233.29				
	Stevens Point.....	Portage.....	70.73				
	Packwaukee.....	Montello.....	7.93				
	Marshallfield.....	Greenwood.....	22.44				
	Chelisea.....	Rib Lake.....	3.57	1,331	All.....	All.....	None.
First mortgage bonds M. & L. W. R. R.....	Schleisingerville.....	Neenah.....	63.85	9,400	All.....	All.....	None.
First mortgage bonds, C. W. & M. R. R.....	Central ave., Chi- cago.....	Schleisingerville.....	114.67	6,767	All.....	All.....	None.
Marshallfield and South Eastern Div., P. M., first mortgage bonds.....	Marshallfield.....	Nekoosa.....	32.61	13,432	All.....	All.....	None.
Minneapolis Terminal, P. M., mortgage notes.....	Real estate in Min- neapolis.....						

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EXPLANATORY REMARKS.

What Securities Mortgaged:—Minnesota Transfer Ry., capital stock, \$7,000; Minn. Trans. Ry., 1st mgtg. bonds, \$4,000; A. & N. E. R. R., first mortgage bonds, \$35,000 (see pages 37 and 39, and sundry securities of the corporations whose properties became vested in the Wisconsin Central Railway Company, which have been acquired by use of bonds and stocks of the Wisconsin Central Railway Company. Such securities are owned by the Wisconsin Central Railway Company and are deposited as additional security for its first general mortgage bonds, and until default on such last mentioned bonds, serve as maintenance of title only.

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EMPLOYEES AND SALARIES—STATE OF MINNESOTA.

CLASS—	Number	Total No. of Days Worked	Total Yearly Compensa- tion	Average Daily Compensa- tion
General officers .....	.....	.....	.....	.....
Other officers .....	.....	.....	.....	.....
General office clerks .....	.....	.....	.....	.....
Station agents	7	2,556	\$ 9,399.67	\$3.64
Other station men	47	15,685	26,240.73	1.67
Enginemen	2	2,557	9,502.47	3.72
Firemen	8	2,522	5,820.75	2.50
Conductors	5	1,686	5,408.33	3.21
Other trainmen	24	8,139	19,234.85	2.37
Machinists	3	559	1,361.92	2.44
Carpenters .....	.....	.....	.....	.....
Other shopmen	35	11,832	20,937.23	1.77
Section foremen	5	1,830	2,902.44	1.59
Other trackmen	20	5,226	7,488.18	1.43
Switchmen, flagmen, and watchmen	9	3,057	3,805.14	1.24
Telegraph operators and dispatchers	5	1,856	3,227.81	1.74
Employees—account floating equipment .....	.....	.....	.....	.....
All other employees and laborers	17	6,682	10,910.10	1.63
Total (including "General Officers")—				
Minnesota	193	64,253	\$ 126,250.12	\$1.96
Less "General Officers" .....	.....	.....	.....	.....
Total (excluding "General Officers")—				
Minnesota	193	64,253	\$ 126,250.12	\$1.96
Distribution of Above—				
General administration .....	.....	.....	.....	.....
Maintenance of way and structures	25	7,066	10,390.62	1.47
Maintenance of equipment	30	11,264	20,754.06	1.84
Conducting transportation	138	45,933	95,105.44	2.07
Total (including "General Officers")—				
Minnesota	193	64,253	\$ 126,250.12	\$1.96
Less "General Officers" .....	.....	.....	.....	.....
Total (excluding "General Officers")—				
Minnesota	193	64,253	\$ 126,250.12	\$1.96
Total (including "General Officers")—				
Entire Line	4248	1,248,204	2,586,589.34	2.07

29 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 61A.)

TRAFFIC AND MILEAGE STATISTICS—STATE OF MINNESOTA.

ITEM—	Column for No Passen- gers, Tonnage, Car Mileage, No. Cars, etc.	Columns for Revenue and Rates.
		Dols. Cts. Mills
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue....	75,238	
Number of passengers carried one mile.....	2,193,782	
Number of passengers carried one mile per mile of road	52,270	
Average distance carried, miles.....	29.16	
Total passenger revenue—Page 35.....		\$44,616.15
Average amount received from each passenger.....		59.300
Average receipts per passenger per mile.....		02.084
Total passenger earnings—Page 35.....		55,492.04
Passenger earnings per mile of road.....		1,322.18
Passenger earnings per train mile.....		1.04.333
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue— Page 63.....	988,412	
Number of tons carried one mile.....	31,896,818	
Number of tons carried one mile per mile of road....	759,901	
Average distance haul of one ton, miles.....	32.27	
Total freight revenue—Page 35.....		175,942.65
Average amount received for each ton of freight.....		17.801
Average receipts per ton per mile.....		00.552
Total freight earnings—Page 35.....		176,489.65
Freight earnings per mile of road.....		4,205.14
Freight earnings per train mile.....		1.60.457
TOTAL TRAFFIC—		
Gross earnings from operation—Page 35.....		232,845.19
Gross earnings from operation per mile of road.....		5,547.90
Gross earnings from operation per train mile.....		1.42.733
Operating expenses—Page 45.....		176,511.69
Operating expenses per mile of road.....		4,205.66
Operating expenses per train mile.....		1.08.201
Income from operation—Page 31.....		56,333.50
Income from operation per mile of road.....		1,342.24
CAR MILEAGE, ETC.—		
Mileage of passenger cars.....	331,093	
Average number of passenger cars per train mile....	6.23	
Average number of passengers per train mile.....	41	
Mileage of loaded freight cars—north or east.....	813,077	
Mileage of loaded freight cars—south or west.....	896,219	
Mileage of empty freight cars—north or east.....	437,438	
Mileage of empty freight cars—south or west.....	312,456	
Average number of freight cars per train mile.....	22.36	
Average number of loaded cars per train mile.....	15.54	
Average number of empty cars per train mile.....	6.82	
Average number of tons of freight per train mile....	290.05	
Average number of tons of freight per loaded car mile.	18.66	
Average mileage operated during year.....	41.97	
TRAIN MILEAGE—		
Mileage of revenue passenger trains.....		53.162
Mileage of locomotives employed in "helping" passen- ger trains.....		
Percentage of "helping" to revenue train mileage		
Mileage of revenue mixed trains.....		
Mileage of revenue freight trains.....		109.971
Mileage of locomotives employed in "helping" mixed and freight trains.....		
Percentage of "helping" to revenue train mileage		
Total revenue train mileage.....		163.133
Mileage of nonrevenue trains.....		89.149

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TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE.

ITEM—	Column for No. Passen- gers, Tonnage, Car Mileage, No. Cars, etc.	Columns for Revenue and Rates.
		Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue....	1,122,060	.....
Number of passengers carried one mile.....	63,182,811	.....
Number of passengers carried one mile per mile of road	64,667	.....
Average distance carried, miles.....	56.31	.....
Total passenger revenue—Page 35.....		\$1,297,326.78
Average amount received from each passenger.....		1.15.620
Average receipts per passenger per mile.....		.02.053
Total passenger earnings—Page 35.....		1,592,770.44
Passenger earnings per mile of road.....		1,630.20
Passenger earnings per train mile.....		.89.505
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue—		
Page 63.....	4,316,800	.....
Number of tons carried one mile.....	737,111,311	.....
Number of tons carried one mile per mile of road.....	754,433	.....
Average distance haul of one ton, miles.....	170.77	.....
Total freight revenue—Page 35.....		5,024,477.45
Average amount received for each ton of freight.....		1.16.407
Average receipts per ton per mile.....		.00.682
Total freight earnings—Page 35.....		5,040,865.95
Freight earnings per mile of road.....		5,159.32
Freight earnings per train mile.....		2.07.106
TOTAL TRAFFIC—		
Gross earnings from operation—Page 35.....		6,667,741.15
Gross earnings from operation per mile of road.....		6,824.43
Gross earnings from operation per train mile.....		1.59.240
Operating expenses—Page 45.....		4,225,617.07
Operating expenses per mile of road.....		4,324.92
Operating expenses per train mile.....		1.00.917
Income from operation—Page 31.....		2,442,124.08
Income from operation per mile of road.....		2,499.51
CAR MILEAGE, ETC.—		
Mileage of passenger cars.....	8,456,379	.....
Average number of passenger cars per train mile.....	4.75	.....
Average number of passengers per train mile.....	56	.....
Mileage of empty freight cars—North or East.....	22,322,502	.....
Mileage of empty freight cars—South or West.....	24,080,850	.....
Mileage of loaded freight cars—North or East.....	10,927,434	.....
Mileage of loaded freight cars—South or West.....	8,220,404	.....
Average number of freight cars per train mile.....	26.93	.....
Average number of loaded cars per train mile.....	19.07	.....
Average number of empty cars per train mile.....	7.86	.....
Average number of tons of freight per train mile.....	302.85	.....
Average number of tons of freight per loaded car mile.....	15.88	.....
Average mileage operated during year.....	977.04	.....
	Miles	Miles
TRAIN MILEAGE—		
Mileage of revenue passenger trains.....		1,753,281
Mileage of locomotives employed in "helping" passen- ger trains.....		.....
Percentage of "helping" to revenue train mileage.....		26.249
Mileage of revenue mixed trains.....		2,407,702
Mileage of revenue freight trains.....		.....
Mileage of locomotives employed in "helping" mixed and freight trains.....	77,277	.....
Percentage of "helping" to revenue train mileage.....	3.17	.....
Total revenue train mileage.....		4,187,232
Mileage of nonrevenue trains.....		212,891

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FREIGHT TRAFFIC MOVEMENT—ENTIRE ROAD.

(Company's Material Excluded.)

Cannot give figures for Minnesota.

COMMODITY—	Freight Originat- ing on this Road Tons.	Freight Received from Con- necting Roads and Other Carriers. Tons.	Total Freight Tonnage.	
			Whole Tons.	Per Cent.
Products of Agriculture—				
Grain	15,934	2,846	18,780	1.31
Flour	237,298	12,376	249,674	24.25
Other mill products	17,187	2,410	20,597	2.03
Hay	101	4,449	4,550	.03
Tobacco .....	.....	129	.....	.01
Cotton .....	.....	.....	.....	.....
Fruit and vegetables	504	5,896	6,402	.04
Products of Animals—				
Live stock	607	2,669	3,266	.23
Dressed Meats	1,909	1,119	3,027	.21
Other packing-house products	4,814	2,596	7,410	.75
Poultry, game and fish .....	.....	479	.....	.05
Wool	79	165	245	.02
Hides and leather	4,858	3,322	7,579	.76
Products of Mines—				
Anthracite coal .....	.....	10,825	10,825	1.19
Bituminous coal .....	.....	82,898	82,898	8.49
Coke .....	.....	2,664	2,664	.21
Ores .....	.....	.....	.....	.....
Stone, sand and other like articles .....	.....	595	595	.06
Salt .....	.....	2,164	2,164	.22
Products of Forest—				
Lumber, Lath and Shingles	2,732	104,284	107,016	10.23
Other Forest Products	42	47,239	47,301	4.79
Charcoal .....	.....	10	10	.00
Manufactures—				
Petroleum and other oils	1,118	16,975	18,093	1.23
Sugar .....	.....	2,114	2,114	.21
Naval stores .....	.....	.....	.....	.....
Iron, pig and bloom	30	17,887	17,917	1.21
Iron and steel rails .....	.....	4,173	4,173	.42
Other castings and machinery	750	10,765	11,515	1.16
Bar and sheet metal	145	18,616	18,761	1.90
Cement, brick and lime	50	8,471	8,521	.86
Agricultural implements	69	13,448	13,517	1.37
Wagons, carriages, tools, etc.	5	2,234	2,239	.23
Wines, liquors and beers	556	9,175	9,731	.98
Household goods and furniture	2,041	3,061	5,103	.52
Merchandise	9,270	37,389	46,659	4.73
Miscellaneous—				
Other commodities not mentioned above	43,329	120,634	163,963	16.09
Total tonnage	432,922	555,490	988,412	100.00
Total Tonnage—Entire Line	3,395,742	920,558	4,316,300	100.00

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DESCRIPTION OF EQUIPMENT.

ITEM.	No. Added During Year	Total No. at End of Year	Equipment Fitted With Train Brake		Equipment Fitted with Automatic Coupler	
			No.	Name	No.	Name
Locomotives—Owned and leased						
Passenger	10	43	43	Westinghouse air.	43	Munton.
Freight		95	95	Westinghouse air.	95	Munton.
Switching		29	29	Westinghouse air.	29	Munton.
Total locomotives in service	10	167	167	Westinghouse air.	167	Munton.
Less locomotives leased.....		20	20	Westinghouse air.	20	Munton.
Total locomotives owned.....		147	147	Westinghouse air.	147	Munton.
Cars—Owned and leased:						
In passenger service—						
First-class cars	5	43	43	Westinghouse air.	43	41 Chicago. 2 Gould.
Second-class cars		19	19	Westinghouse air.	19	19 Chicago.
Combination cars		13	13	Westinghouse air.	13	13 Chicago.
Emigrant cars						
Dining cars		3	3	Westinghouse air.	3	1 National. 2 Chicago.
Parlor cars		5	5	Westinghouse air.	5	5 Chicago.
Sleeping cars		12	12	Westinghouse air.	12	12 Chicago.
Baggage, express and postal cars	5	32	32	Westinghouse air.	32	32 Chicago.
Other cars in passenger ser- vice	6	9	9	Westinghouse air.	9	9 Chicago.
Total	16	136	136	Westinghouse air.	136	
In Freight Service—						
Box cars	300	5,168	4,627	Westinghouse air.	5,106	687½ Janney. 3744 Chicago. 255 Standard. 386 Little Giant 1½ Trojan. 24 Drexel. 4 Tower. 3 Gould. 61½ Janney. 207 Chicago. 213 Standard. ½ Tower. 1 St. Louis.
Flat cars	30	483	459	Westinghouse air.	483	100 Chicago. 13 Janney. 76 Chicago. 211 Trojan. 2 Chicago.
Stock cars	100	100	100	Westinghouse air.	100	792½ Janney. 944½ Chicago.
Coal cars		300	240	Westinghouse air.	300	
Tank cars		2	2	Westinghouse air.	2	
Refrigerator cars	25	47	47	Westinghouse air.	47	
Other cars in freight ser- vice		1,737	1,737	Westinghouse air.	1,737	
Total	455	7,837	7,212	Westinghouse air.	7,775	

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DESCRIPTION OF EQUIPMENT—Continued.

ITEM.	No. Added During Year	Total No. at End of Year	Equipment Fitted With Train Brake		Equipment Fitted with Automatic Coupler	
			No.	Name	No.	Name
In Company's Service—						
Officers' and pay cars.....		2	2	Westinghouse air.	2	2 National.
Gravel cars		5	5	Westinghouse air.	5	5 Chicago.
Derrick cars	4	5	5	Westinghouse air.	5	1½ Janney.
Caboose cars	7	87	87	Westinghouse air.	87	84½ Chicago.
						1 Gould.
						2 Janney.
Other road cars.....	3	48	25	Westinghouse air.	39	18½ Chicago.
						7 Standard.
						3 Tower.
						8¼ Munton.
Total	14	142	119	Westinghouse air.	133	
Total cars in service.....	485	8,115	7,467	Westinghouse air.	8,044	
Less cars leased.....	445	445	445	Westinghouse air.	445	
Total cars owned.....	40	7,670	7,022	Westinghouse air.	7,599	
Cars contributed to fast freight line service.....						

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MILEAGE

A. Mileage of Road Operated (All Tracks).

LINE IN USE—	Line Represented by Capital Stock		Line of Property Companies	Line Operated Under Lease	Line Operated Under Contract Etc.	Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs							Iron	Steel
Miles of single track	585.09	332.01	.....	.....	.....	59.94	977.04	.....	82.09	835.01
Miles of second track	3.05	.....	.....	.....	.....	82.42	35.47	.....	.....	3.05
Miles of third track .....	.....	.....	.....	.....	.....	7.65	7.65	.....	.....	.....
Miles of fourth track .....	.....	.....	.....	.....	.....	7.65	7.65	.....	.....	.....
Miles of yard track and sidings	189.58	60.53	.....	.....	.....	.....	250.46	.....	250.46	.....
Total mileage operated (all tracks)	778.07	392.54	.....	.....	.....	107.66	1,278.27	.....	382.55	838.06

B. Mileage of Line Operated by States and Territories (Single Track).

STATE OR TERRITORY—	Line Represented by Capital Stock		Line of Property Companies	Line Operated Under Lease	Line Operated Under Contract Etc.	Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs							Iron	Steel
Illinois	48.72	9.62	.....	.....	.....	14.37	73.72	.....	9.63	48.72
Wisconsin	512.68	209.99	.....	.....	.....	28.92	841.29	.....	66.25	746.12
Minnesota	23.69	1.63	.....	.....	.....	16.65	41.97	.....	1.63	23.69
Michigan .....	.....	21.06	.....	.....	.....	.....	21.06	.....	4.58	16.48
Total Mileage Operated (single track)	585.09	332.01	.....	.....	.....	59.94	977.04	.....	82.09	835.01

MILEAGE—Continued.

STATE OR TERRITORY—	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year.	RAILS	
	Main Line	Branches and Spurs			Iron	Steel
Illinois	48.72	9.68	58.35	.....	9.68	48.72
Wisconsin	512.68	365.10	877.78	.....	181.68	746.12
Minnesota	28.69	1.68	25.33	.....	1.68	28.69
Michigan	21.06	21.06	4.58	16.48
Total mileage owned (single track)	585.09	397.42	982.51	147.50	835.01

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MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

LINE IN USE—	Line Represented by Capital Stock		Line of Proprietary Companies	Line Operated Under Lease	Line Operated Under Contract, Trackage Rights, Etc.	Line Operated Under Package Rights	Total Mileage Operated	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs							Iron	Steel
Miles of single track	23.69	1.63	.....	.....	.....	16.65	41.97	.....	1.63	23.69
Miles of second track .....	.....	.....	.....	.....	.....	16.10	16.10	.....	.....	.....
Miles of third track .....	.....	.....	.....	.....	.....	7.65	7.65	.....	.....	.....
Miles of fourth track .....	.....	.....	.....	.....	.....	7.65	7.65	.....	.....	.....
Miles of yard track and sidings	14.90	.....	.....	.....	.....	.....	14.90	.....	14.90	.....
Total Mileage Operated (all tracks) ..	38.59	1.63	.....	.....	.....	48.05	88.27	.....	16.53	23.69

B. Mileage of Line Operated by States and Territories (Single Track).

State of Minnesota.....	23.69	1.63	.....	.....	.....	16.65	41.97	.....	1.63	23.69
Total Mileage Operated (single track)	23.69	1.63	.....	.....	.....	16.65	41.97	.....	1.63	23.69

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OF MINNESOTA—	Line Represented by Capital Stock		Total Mileage Owned	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs			Iron	Steel
Minnesota	23.69	1.63	25.32	.....	1.63	23.69
Total mileage owned (single track)	23.69	1.63	25.32	1.63	23.69

29 REPORT RAILROAD AND WAREHOUSE COMMISSION.

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RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind	Tons	Weight Per Yard. Pounds	Av. Price Per Ton at Distribut'g Point. Dollars	Kind	Number	Av. Price at Distributing Point. Cents
Steel.....	600	85	\$30.00	Track ties.....	3,595	31
	172— 2240			Switch ties.....	144	43
Total steel..	600	85	\$30.00	Bridge ties.....	100	73
	172— 2240			Total.....	3,839	31

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES—	Coal, Tons, Bituminous	Wood, Cords, Soft	Total Fuel Consumed, Tons	Miles Run	Average Pounds Consumed Per Mile
Passenger.....	02	10	14	53,162	86.57
	2,276— 20	27— 40	2,290— 20		
Freight.....	09	74	09	112,454	104.9
	9,646— 20		9,653— 20		
Switching.....	17	32	11	75,330	83.8
	3,537— 20	79— 40	3,578— 40		
Construction.....	08	16	02	11,398	114.2
	640— 20	6— 40	643— 20		
Total	16	16	21	252,344	125.2
	16,100— 20	137— 40	16,196— 40		
Average cost at distributing point....	\$1.96	\$.96	1.96		

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ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

A. Accidents Resulting from the Movement of Trains, Locomotives or Cars.

KIND OF ACCIDENT	EMPLOYEES											
	Trainmen		Switchmen, Flagmen and Watchmen		Station Men		Shop Men		Trackmen		Other Employees	
	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd
Coupling or uncoupling		1										
Collisions												
Deraillments												
Parting of trains												
Locomotives or Cars breaking down												
Falling from trains, locomotives, or cars		1										
Jumping on or off trains, locomotives, or cars		1										
Struck by trains, locomotives, or cars		1										
Overhead obstructions		2										
Other causes		6										
Total												

Average number employed during year: Trainmen, 47; Switchmen, Flagmen and Watchmen, 8; Stationmen, 48; Shopmen, 40; Trackmen, 22; Telegraph Employees, 6; other employees, 21; Total, 192.

ACCIDENT TO PERSONS—STATE OF MINNESOTA—Continued.

KIND OF ACCIDENT	PASSENGERS				OTHER PERSONS						SUMMARY		Total			
	Killed		Injur'd		Trespassing		Not Trespassing		Total		Killed	Injur'd	Employees	Passengers	Other persons	Total
					Killed	Injur'd	Killed	Injur'd	Killed	Injur'd						
Collisions			5											6	8	
Derailments															1	
Parting of trains																
Locomotives or cars breaking down																
Falling from trains, locomotives, or cars				1												
Jumping on or off trains, locomotives, or cars																
Struck by trains, locomotives, or cars																
At highway crossings																
At stations															1	
At other points along track																
Other causes																
Total				6		1									1	12

B. Accidents Arising from Causes Other Than Those Resulting from the Movement of Trains, Locomotives, or Cars.

KIND OF ACCIDENT	EMPLOYEES								Total Employees		Other Persons		Total	
	Station Men		Shop Men		Trackmen		Other Employees							
	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd	Killed	Injur'd
Handling traffic														
Handling tools, machinery, etc.														
Handling supplies, etc.														
Getting on or off locomotives or cars at rest									1				1	
Other causes														
Total													1	

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

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WORKING DIVISIONS OR BRANCHES				ALIGNMENT			PROFILE					
From	To	Miles	Num-ber of Curves	Aggregate Length of Curved Line Miles	Length of Straight Line Miles	Length of Level Line Miles	Ascending Grades			Descending Grades		
							No.	Sum of Ascents Feet	Aggregate Length of Ascending Grades Miles	No.	Sum of Descents Feet	Aggregate Length of Descending Grades Miles
Wis.-Minn. state line...	Trout Brook Jet	33.69	53	8.99	14.70	2.82	23	499	10.19	21	456	10.68
Total.....	33.60	53	8.99	14.70	2.82	23	499	10.19	21	456	10.68

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CHARACTERISTICS OF ROAD—Continued—STATE OF MINNESOTA.

Bridges, Trestles, Tunnels, Etc.

ITEM.	Number	Aggregate Length Feet	Minimum Length Feet	Maximum Length Feet	ITEM	Number	Height of Lowest Above Surface of Rail Ft. In.
		Ft. In.	Ft. In.	Ft. In.			
Bridges—					Overhead Highway Crossings—		
Stone.....					Bridges.....		
Iron.....	4	644.6	66.4	257.11	Conduits.....		
Wooden.....					Trestles.....	4	17.7
Total.....	4	644.6			Total.....	4	
					Overhead Railway Crossings:		
					Conduits.....		
					Bridges.....		
					Trestles.....		
Trestles	14	1,025	45.6	126 00	Total.....		

Gauge of track, 4 feet 8½ inches. 23.32 miles.

TELEGRAPH.

A. Owned by Company Making This Report.

Miles of Line	Miles of Wire	Operated by This Co.		Operated by Another Company.		
		Miles of Line	Miles of Wire	Miles of Line	Miles of Wire	Name of Operating Co.
26.7	80.1	26.7	80.1	.....	.....	Poles owned jointly with Western Union Telegraph Co. Wires owned and operated by each exclusively.

B. Owned by Another Company, but Located on Property of Road Making This Report.

Miles of Line	Miles of Wire	Name of Owner	Name of Operating Co.
.....	80.1	Western Union Telegraph Co.	Western Union Telegraph Co.

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CAR MILEAGE.

Paid or Allowed for Rolling Stock not the Property of Railroads nor Consigned for Use by Lease.

NAME OF OWNER—	Description	Rate, Cents	Amount
American Refrigerator Transit Co.	Box-Refrg.	6-10-1	\$ 1,210.25
Armour Car Lines	Box-Refrg.	6-30-3-4	
		—1	2,708.73
Arms Palace Horse Car Co.	Stock	6-10	17.20
American Cotton Oil Co.	Tank	3-4	31.33
Anglo-American Provision Co.	Refrigerator	3-4	73.43
American Tank Line	Tank	3-4	2.58
Arbuckles Arosia Despatch	Box	6-10	66.02
American Fast Freight Line	Box	6-10	40.94
American Live Stock Transportation Co.	Stock	6-10	1.21
Burton Stock Car Co.	Stock	6-10	97.26
Booth, A. & Co.	Refrigerator	3-4	131.20
Barrett Mfg. Co.	Tank	3-4	16.98
Chicago, N. Y. & Boston Refrigerator Line.	Refrigerator	3-4	449.09
Cornplanter Tank Line	Tank	3-4	120.77
Craig Oil Co.	Tank	3-4	96.38
Canfield Oil Co.	Tank	3-4	87.20
Cold Blast Transportation Co.	Refrigerator	3-4-1	175.12
Cudahy, Milwaukee Refrigerator Line	Refrigerator	1	196.19
Continental Fruit Express	Refrigerator	3-4	26.39
Crystal Car Lines	Tank	3-4	6.67
Crocker Chair Co.	Box	6-10	5.10
Dairy Shippers' Despatch	Refrigerator	3-4	172.03
Dolese & Shepard Co.	Flat-Ballast	6-10	3.87
Doud Stock Car Co.	Stock	6-10	8.69
For River Despatch	Box	6-10	6.74
Geiser Mfg. Co.	Box	6-10	55.64
Germania Refining Co.	Tank	3-4	17.32
Gregory, Ed.	Tank-Box	3-4-6-10	16.31
Hammond Refrigerator Line	Refrigerator	3-4	86.12
Horlick Food Co.	Box	6-10	6.25
Indianapolis Brewing Co.	Refrigerator	3-4	6.89
Istrouma Tank Line	Tank	3-4	13.50
Independent Refining Co.	Tank	3-4	19.48
Kingman & Co.	Box	6-10	8.53
Keystone Live Stock Express	Stock	6-10	3.35
Libby, McNeill & Libby	Refrigerator	3-4-1	119.37
Lipton Car Lines	Refrigerator	3-4-1	156.64
Live Poultry Transportation Co.	Box	6-10	16.95
Menasha Wooden Ware Co.	Box	6-10	234.40
Menasha Chair Co.	Box	6-10	5.53
Mather Horse Stock Car Co.	Stock	6-10	63.92
Midland Linseed Despatch	Refrigerator	3-4	13.57
Merchants' Despatch	Box-Refrg.	3-4-6-10	965.43
Mont. Coal & Coke Co.	Coal	6-10	18.01
Michigan Ammonia Work	Tank	3-4	29.97
Nononagah Coal & Coke Co.	Coal	6-10	24.02
Morris, Nelson & Co.	Refrigerator	1	138.96
National Despatch Line	Box	6-10	144.36
North & South Rolling Stock	Refrigerator	3-4	504.34
Pullman Company	Sleeper-Tourist	1-3	470.63
Peerless Tank Line	Tank	3-4	2.35
Paragon Refining Co.	Tank	3-4	8.76
Provision Dealers' Despatch	Tank-Refrg.	3-4	3.13
Rend, W. P. & Co.	Gond.-Box	6-10	3,711.83
Street's Western Stable Car Line	Stock	6-10	3,948.21
Swift Refrigerator Line	Refrg.-Box	1-6-10	445.72
Santa Fe Refrigerator Despatch	Refrigerator	3-4	33.52
Seneca Oil Company	Tank	3-4	61.55
Southern Despatch Lumber Co.	Box	6-10	5.28
Shotton Co., S. P.	Tank	3-4	4.75
Shippers' Refrigerator Car Co.	Refrigerator	3-4	4.85
Special Freight Despatch	Box	6-10	33.69
Sterling Tank Line	Tank	3-4	21.82
St. Louis Refrigerator Car Co.	Refrigerator	3-4	4.25
Swift Live Stock Express	Stock	6-10	27.78
Titusville Oil Works	Tank	3-4	4,968.57
Union Tank Line	Rack-Tank	6-10-3-4	9,248.78
Union Refrigerator Transit Co.	Refrigerator	1	2.68
United Zinc & Chemical Co.	Tank	3-4	

29 REPORT RAILROAD AND WAREHOUSE COMMISSION.

CAR MILEAGE—Continued.

NAME OF OWNER—	Description	Rate, Cents	Amount
Venice Transportation Co.	Box-Flat	6-10	5.21
Western Refrigerator Line	Refrigerator	1	444.77
Western Refrigerator Trans. Co.	Refrigerator	1	232.58
Willis Creek Coal Co.	Coal	6-10	11.68
Waverly Oil Co.	Tank	3-4	16.15
Weaver Coal Co.	Coal	6-10	8.96
Wogan Bros.	Tank	3-4	6.90
Total	<u>\$32,359.94</u>

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TAXES AND ASSESSMENTS OF ALL KINDS.

A. For Reporting Company's Owned and Proprietary Lines.

STATE OR TERRITORY—	AD VALOREM TAX		SPECIFIC TAXES				Internal Revenue, U. S. Government	Total
	On the Value of Real and Personal Property	On the Value of Stocks or Bonds, or on Valuation Based on Earnings, Dividends, or other Returns of Operation	On Stocks, Bonds, Loans, etc.	On Gross or Net Earnings, Revenue, or Dividends	On Traffic or Some Physical Quality of Property Operated, or on Privilege	On Property Owned not Used in Operation and Miscellaneous		
Illinois	\$18,080.74	.....	.....	.....	.....	.....	.....	\$18,080.74
Michigan	2,600.92	.....	.....	\$400.06	.....	\$23.29	.....	3,026.30
Minnesota .....	.....	.....	.....	6,567.79	.....	727.31	.....	7,295.10
Wisconsin .....	.....	.....	.....	202,462.20	.....	3,446.49	.....	205,908.69
Total	\$20,681.66	.....	.....	\$209,430.06	.....	\$4,196.09	.....	\$234,290.83

Wisconsin, Minnesota & Pacific R. R. Co.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Wisconsin, Minn. & Pac. R. R. Company.

2. Date of organization? May 23, 1857.

3. Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Minnesota: May 23, 1857; March 9, 1867; Feb. 24, 1892; March 1, 1895; March 2, 1883.

6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. This company was organized in April, 1894, for the purpose of reorganizing the Wis., Minn. & Pac. Railway Company, originally the Minnesota Central Railway Company, organized pursuant to provisions of Chapter 2 of Special laws of Minnesota of 1857, approved May 23, 1857, and other acts amendatory and supplemental thereto property was sold under foreclosure of mortgage Nov. 16, 1893, and acquired by this company.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
A. B. Stickney	St. Paul, Minn.	Sept., 1904
F. B. Kellogg	St. Paul, Minn.	Sept., 1904
Kenneth Clark	St. Paul, Minn.	Sept., 1904
C. A. Severance	St. Paul, Minn.	Sept., 1904
R. C. Wight	St. Paul, Minn.	Sept., 1904

Total number of stockholders at date of last election?

Date of last meeting of stockholders for election of directors? Sept. 11, 1903.

Give post-office address of general office? St. Paul, Minn.

Give post-office address of operating office? St. Paul Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? C. O. Kalman, Auditor; St. Paul, Minn.

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OFFICERS.

Title.	Name.	Location of Office.
President	F. B. Kellogg.....	St. Paul, Minn.
First vice-president	A. B. Stickney.....	St. Paul, Minn.
Secretary	G. F. Philler.....	St. Paul, Minn.
General solicitor	F. B. Kellogg.....	St. Paul, Minn.
Auditor	C. O. Kolman.....	St. Paul, Minn.
General manager	S. C. Stickney.....	St. Paul, Minn.
General superintendent.....	G. A. Goodue.....	St. Paul, Minn.
Division superintendent.....	C. S. Western.....	Red Wing, Minn.
Traffic manager	P. C. Stohr.....	St. Paul, Minn.
General freight agent.....	S. O. Brooks.....	St. Paul, Minn.
Asst. gen'l. freight agents...	W. B. Martin.....	St. Paul, Minn.
General passenger agent	J. P. Elmer.....	Chicago, Ill.
Asst. general passenger agent.	R. F. Malone.....	Chicago, Ill.
General ticket agent.....	J. P. Elmer.....	Chicago, Ill.
Asst. general ticket agent...	R. F. Malone.....	Chicago, Ill.
General baggage agent.....	G. T. Spilman.....	Chicago, Ill.

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PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad, the Operations of which are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a Main line.
 - b Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon the earnings or other considerations.
5. Line operated under Trackage Rights.

NAME—	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
Wisconsin, Minnesota & Pacific R. R. Co.	Mankato, Minn.	Red Wing	95.70	.....
a Wisconsin, Minnesota and Pacific R. R. Co.	Red Wing	State Line	24.70	.....
b Wisconsin, Minnesota & Pacific R. R. Co.	Winona	Simpson	54.20	.....
.....	Claybank Jct.	Claybank	2.00	244.60
.....	Red Wing	Sewer Pipe Works90	2.90
Total	247.50

PROPERTY OPERATED.

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NAME—	TERMINALS		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
Wisconsin, Minnesota & Pacific R. R. Co.	Mankato, Minn.	Red Wing, Minn.	95.70	.....
a Wisconsin, Minnesota & Pacific R. R. Co.	Red Wing, Minn.	Osage, Iowa	118.20	.....
	Winona, Minn.	Simpson, Minn.	54.20	.....
b Wisconsin, Minnesota & Pacific R. R. Co.	Claybank Jct., Minn.	Claybank, Minn.	2.00	268.10
	Red Wing, Minn.	Sewer Pipe Works90
Total mileage operated	271.00

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CAPITAL STOCK.

DESCRIPTION—	Number of Shares Author- ized	Par Value of Shares	Total Par Value Author- ized	Total Am't Issued and Out- standing	Dividends Declared During Year	
					Rate Per Cent	Amount
Capital stock—						
Common	52,050	\$100.00	\$5,205,000	\$4,060,000	.....	.....
Preferred .....					.....	.....
Total	52,050	\$100.00	\$5,205,000	\$4,060,000	.....	.....

MANNER OF PAYMENT FOR CAPITAL STOCK.

	Number of Shares Issued dur- ing year.	Cash Realized on Amount Issued during Year	Total No. Shares Issued and Outstand- ing.	Total Cash Realized.
Issued for cash—				
Common				
Preferred				
Issued for construction—				
Common				
Preferred				
Issued for reorganization—				
Common	20,000			\$2,000,000
Preferred				
Issued for constructed road	20,600			2,060,000
Total	40,600			\$4,060,000

make 40)

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FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

CLASS OF BOND OR OBLIGATION.	Time		Amount of Authorized Issue	Amount Issued	Outstanding on August 1, 1900	Rate Per Cent.	When Payable	Amount Paid During Year
	Date of Issue	When Due						
First mortgage	Oct. 1900	Oct. 1900	\$5,524,600.00	\$5,524,000.00	\$5,524,000.00	4 1/2	Oct. 1900	\$158,400.00
Total mortgage bonds			\$5,524,600.00	\$5,524,000.00	\$5,524,000.00			\$158,400.00
Grand total			\$5,524,600.00	\$5,524,000.00	\$5,524,000.00			\$158,400.00

EXPLANATORY REMARKS.

Of the amount of bonds outstanding there are \$1,534,000 O. K. Mortgage Bonds in treasury.

RECONCILIATION OF FUNDED DEBT

(Page 23.)

RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT—	Amount Issued	Amount Outstanding	INTEREST	
			Amount Accrued during Year	Amount Paid during Year
Mortgage bonds—Page 19				
Miscellaneous obligations—page 19				
Income bonds—page 19	\$5,524,000.00	\$5,524,000.00	\$188,400.00	
Equipment trust obligations—page 21				
Total	\$5,524,000.00	\$5,524,000.00	\$188,400.00	

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities		Current Liabilities Accrued to and Including June 30, 1903.	
Cash	\$192,917.17	Receiver's certificates	
Bills receivable		Loans and bills payable	\$22,308.76
Due from agents		Audited vouchers and accounts	
Due from solvent companies and individuals	1,450.00	Wages and salaries	
Net traffic balances due from other companies		Net traffic balances due to other companies	
Other cash assets (excluding "Materials and Supplies")		Dividends not called for	
		Matured interest coupons unpaid (inc. coupons due July 1)	
		Rents due July 1	
		Miscellaneous	
Total—Cash and current assets	\$191,367.17	Total—Current liabilities	\$22,308.76
Balance—Current liabilities		Balance—Cash assets	172,058.41
Total	\$191,367.17	Total	\$194,367.17

*Materials and supplies on hand,..... (See General Balance Sheet—page 40.)

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RECAPITULATION.

A. For Mileage owned by Road making this Report.

ACCOUNT—	Total Amount Outstanding	APPORTIONMENT		AMOUNT PER MILE OF LINE	
		To Railroads	To Other Properties	Miles	Amount
Capital stock—page 17	\$4,080,000.00	\$4,000,000.00	.....	2.71	\$14,981
Bonds—page 19 ("Grand Total")	5,524,000.00	5,524,000.00	.....	2.71	20,884
Equipment trust obligations—page 21					
Total	\$9,584,000.00	\$9,584,000.00	.....	2.71	\$35,865

B. For Mileage Operated by Road making this Report (Trackage Rights excluded), the Operations of Which are Included in the
Income Account—Page 31.

NAME OF ROAD—	Capital Stock	Funded Debt	Total	AMOUNT PER MILE OF LINE	
				Miles	Amount
Wisconsin, Minnesota & Pacific R. Co.	\$4,080,000.00	\$5,524,000.00	\$9,584,000.00	271.00	\$35,865.00
Grand total	\$4,080,000.00	\$5,524,000.00	\$9,584,000.00	271.00	\$35,865.00

(Page 27.) COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM—	Expenditures During Year Not Included in Operating Expenses		Total Cost to June 30, 1902	Total Cost to June 30, 1903	Cost Per Mile
	Charged to Income Acc't as Permanent Improvements	Charged to Construction or Equip- ment			
CONSTRUCTION.					
Engineering		\$1,438.54		\$1,438.54	\$5.31
Right of way and station grounds		4,422.92		4,422.92	16.32
Real estate					
Grading		3,879.86		3,879.86	14.31
Tunnels					
Bridges, trestles and culverts		9,101.99		9,101.99	33.56
Ties					
Rails					
New Tracks		18,126.00		18,126.00	68.89
Flags and switches					
Railroad		7,186.36		7,186.36	28.41
Track laying and surfacing					
Fencing right of way—Cost of Constructed Road			\$7,998,123.11	7,998,123.11	29,513.36
Crossings, cattle guards, and signs					
Interlocking or signal apparatus		1,096.02		1,096.02	4.04
Telegraph lines					
Station buildings and fixtures		2,866.88		2,866.88	9.91
Shops, roundhouses, and turntables		1,731.52		1,731.52	6.38
Shop machinery and tools					
Water stations		8,132.45		8,132.45	30.01
Fuel stations		7,354.55		7,354.55	28.77
Grain elevators—Cost of Rochester Zurbrota Line		708,054.51		708,054.51	2,612.73
Storage warehouses					
Docks and wharves					
Electric light plants					
Electric motor power plants					
Gas making plants					
Miscellaneous structures		300.52		300.52	.74
Legal expenses					
Interest and discount					
General expenses		41.25		41.25	.15
Total Construction		\$773,353.57	\$7,998,123.11	\$8,771,470.08	\$32,367.00

(Page 29.) COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.
Continued.

ITEM—	Expenditures During Year Not Included in Operating Expenses		Total Cost to June 30, 1902	Total Cost to June 30, 1903	Cost Per Mile
	Charged to Income Acct't as Permanent Improvements	Charged to Construction or Equip- ment			
EQUIPMENT:					
Locomotives	\$109,309.77	.....	\$109,309.77	\$403.86
Passenger cars	49,231.40	.....	49,231.40	181.66
Sleeping, parlor, and dining cars
Baggage, express, and postal cars
Combination cars	21,814.80	.....	21,814.80	80.49
Freight cars	4,942.38	.....	4,942.38	18.25
Other cars of all classes
Cost of equipment to June 30, 1902	\$107,732.18	107,732.18	897.24
Total equipment
Total construction—page 27	\$186,298.30	\$107,732.18	\$293,030.48	\$1,081.00
Grand total cost construction, equipment, etc.	778,353.57	7,995,123.11	8,771,476.68	32,367.00
Total cost construction, equipment, etc.—State of Minnesota	\$958,651.87	\$8,105,855.29	\$9,064,507.16	\$33,448.00

Does the absence of any entry under the heading "Included in Operating Expenses" (page 27 or 29) mean that no expenditures for permanent improvements or betterments have been charged to Operating Expense Accounts? Y.

(Page 31.)

INCOME ACCOUNT.

For Roads Making Operating Reports.

Gross earnings from operation—page 35.....	\$236,452.21	
Less operating expenses—page 46.....	381,484.69	
Income from operation.....		\$243,967.52
Total income		\$243,967.52
DEDUCTIONS FROM INCOME—		
Interest on funded debt accrued—page 23.....	\$158,400.00	
Taxes—page 79, A.....	18,720.88	
Total deductions from income.....		177,120.88
Net income		\$66,846.64
Other payments from net income	* \$66,846.64	
Total		66,846.64

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EXPLANATORY REMARKS.

*Other payments from net income.
The amount of \$66,846.64 was turned over to the Chicago, Great Western Ry. as per terms of contract.

(Page 35.) EARNINGS FROM OPERATION—STATE OF MINNESOTA.

ITEM.	Gross Earnings from Business Originating and Terminating in State of Minnesota	Deductions Account of Repayments, etc.	Actual Earnings	Gross Earnings from Interstate Business Accruing to State of Minnesota, Divided on Straight Mileage Basis	Deductions Account of Repayments, etc.	Actual Earnings	Total Gross Earnings, Including Local and Interstate Business Accruing to State of Minnesota
PASSENGER:							
Passenger Revenue	\$135,811.39			\$7,665.04			
Less Repayments—							
Tickets Redeemed					\$597.31		
Excess Fares Refunded		\$6,320.53					
Other repayments					\$597.31		
Total Deductions		\$6,320.53					
Total Passenger Revenue			\$129,491.36			\$7,067.73	\$136,559.09
Mail							15,011.86
Express							5,410.74
Extra Baggage and Storage							2,601.91
Other Items							2,345.18
Total Passenger Earnings							\$162,138.78
Freight:							
Freight Revenue							
Less Repayments—							
Overcharge to shippers							
Other repayments							
Total Deductions							
Total Freight Revenue			\$266,715.03			\$162,602.80	\$429,317.83
Total Freight Earnings							\$429,317.83
OTHER EARNINGS FROM OPERATION:							
Telegraph companies							\$391,466.61
Items not otherwise provided for							784.70
Other sources							772.50
Total Other Earnings							925.66
Total gross receipts from operation—Minnesota							\$2,466.86
Total gross receipts from operation—Entire Line							\$593,923.47
							625,452.21

BONDS OWNED.

A. Railway Bonds.

NAME—	Total Par Value	Rate Per Ct.	Income or Interest Received.	Valuation.
W. M. & Pac. R. R. Co.	\$1,524,000.00	\$1,524,000.00
Total	\$1,524,000.00	\$1,524,000.00

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EXPLANATORY REMARKS.

See folio 13. These bonds are held in treasury.

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OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

Repairs of roadway	\$84,914.21
Renewals of rails	210.04
Renewals of Ties	28,122.87
Repairs and renewals of bridges and culverts	14,346.77
Repairs and renewals of fences, road crossings, signs, and cattle guards	2,921.42
Repairs and renewals of buildings and fixtures	4,784.16
Repairs and Renewals of Telegraph	1,428.66
Other Expenses	148.73
Total	\$112,833.26

MAINTENANCE OF EQUIPMENT.

Repairs and renewals of locomotives	\$20,241.95
Repairs and Renewals of Passenger Cars	6,199.41
Repairs and renewals of freight cars	11,582.08
Repairs and renewals of shop machinery and tools	1,842.18
Other Expenses	4,576.32
Total	\$44,441.94

CONDUCTING TRANSPORTATION.

Superintendence	5,079.08
Engine and roundhouse men	41,768.81
Fuel for locomotives	58,998.86
Water supply for locomotives	2,521.38
Oil, tallow, and waste for locomotives	2,182.87
Train service	32,517.53
Train supplies and expenses	1,977.10
Switchmen, flagmen, and watchmen	5,196.17
Telegraph expenses	12,251.75
Station service	26,102.17
Station supplies	2,719.35
Switching charges—balance	8,024.75
Car Mileage—Balance	3,427.48
Hire of equipment—balance	8,028.95
Loss and Damage	3,669.77
Injuries to Persons	3,381.68
Outside agencies	3,267.17
Rents for tracks, yards, and terminals—page 47, B.	795.18
Stationery and printing	337.63
Other expenses	1,319.43
Total	\$218,508.46

GENERAL EXPENSES.

Insurance	3,001.50
Law Expenses	217.21
Other expenses	2,482.32
Total	\$5,701.03

RECAPITULATION OF EXPENSES.

Maintenance of way and structures	112,833.26
Maintenance of equipment	44,441.94
Conducting transportation	218,508.46
General expenses	5,701.03
Grand Total	\$381,484.69

Percentage of expenses to earnings—entire line 60.9

OPERATING EXPENSES—STATE OF MINNESOTA.

Maintenance of way and structures	\$104,934.98
Maintenance of equipment	41,331.00
Conducting transportation	203,268.80
General expenses	5,301.96

Total **\$354,836.49**

Percentage of expenses to earnings—Minnesota.. 56.65

30 **REPORT RAILROAD AND WAREHOUSE COMMISSION.**

(Page 47.)

RENTS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.

Designation of Property	Situation of Property Leased	Name of Company Owning Property Leased	Total
Terminals.....	Zumbrota, Minn.....	C. & N. W.....	\$796.18
Total .....	.....	.....	\$796.18

COMPARATIVE GENERAL BALANCE SHEET.

(Page 49.)

JUNE 30, 1902		ASSETS—		JUNE 30, 1903		YEAR ENDING JUNE 30, 1903	
Item	Total			Item	Total	Increase	Decrease
.....	\$7,998,123.11	Cost of road—Page 27.....	.....	.....	\$8,771,476.68	\$773,353.57	.....
.....	107,732.16	Cost of equipment—Page 28.....	.....	.....	293,030.48	185,298.30	.....
.....	.....	Stocks owned—Page 37.....	.....	.....	.....	.....	.....
.....	.....	Bonds owned—Page 39.....	.....	.....	1,564,000.00	1,564,000.00	.....
.....	.....	Other permanent investments.....	.....	.....	.....	.....	.....
.....	.....	Lands owned.....	.....	.....	.....	.....	.....
.....	76,698.82	Cash and current assets—Page 23.....	.....	.....	194,387.17	117,688.35	.....
.....	.....	Other Assets—	.....	.....	.....	.....	.....
.....	.....	Equipment trusts.....	.....	.....	.....	.....	.....
.....	.....	Materials and supplies.....	.....	.....	.....	.....	.....
.....	.....	Sinking funds.....	.....	.....	.....	.....	.....
.....	.....	Sundries.....	.....	.....	.....	.....	.....
.....	.....	Profit and loss—Page 31 (or 33).....	.....	.....	.....	.....	.....
.....	\$8,182,554.11	Grand total.....	.....	.....	\$10,822,874.33	\$2,640,320.22	.....

COMPARATIVE GENERAL BALANCE SHEET.

(Page 51.)

JUNE 30, 1902		LIABILITIES—		JUNE 30, 1903		YEAR ENDING JUNE 30, 1903	
Item	Total	Item	Total	Item	Total	Increase	Decrease
.....	\$4,050,000 00	Capital stock—Page 17.....	\$4,050,000 00	.....	.....	.....	.....
.....	3,980,000 00	Funded debt—Page 23.....	5,524,000 00	.....	.....	\$1,664,000 00	.....
.....	182,554 11	Current liabilities—Page 23.....	22,308 76	.....	.....	.....	\$140,245 35
.....	.....	Accrued interest on funded debt not yet payable.....	39,600 00	.....	.....	39,600 00	.....
.....	.....	Taxes Accrued.....	7,997 62	.....	.....	7,997 62	.....
.....	.....	Advances for construction.....	1,023,648 40	.....	.....	1,023,648 40	.....
.....	.....	Surplus over and above interest on Bonds turned over to C. G. W. Ry. Co.....	145,319 55	.....	.....	145,319 55	.....
.....	Profit and loss—Page 31 (or 33).....
.....	\$8,182,554 11	Grand total.....	\$10,822,874 33	\$2,640,320 22

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EXPLANATORY REMARKS.

Advances for construction improvements and rolling stock by original proprietors of the Winona & Western Railway Company payable on completion of the contract in first mortgage bonds.

(Page 53.)

IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

1. The line, Rochester to Zumbrota, was put in operation during the fiscal year ending June 10, 1903.

6. See page 17.

7. See page 19.

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing Contracts, Agreements, Arrangements, etc., with other Companies or persons, concerning the Transportation of Freight or Passengers. Give the statement in the following order, viz: 1. Express Companies. 2. Mails. 3. Sleeping, Parlor, or Dining Car Companies. 4. Freight or Transportation Companies or Lines. 5. Other Railroad Companies. 6. Steamboat or Steamship Companies. 7. Telegraph Companies. 8. Telephone Companies. 9. Other Contracts.

1. Wells, Fargo & Co. This company receives 40 per cent of the gross earnings earned on the line of the W. M. & Pac.

2. U. S. government. Compensation based upon character of service.

5. With the Chicago Great Western Railway Company for furnishing equipment and operating the line. The earnings being approximated on agreed basis.

7. Western Union Telegraph Company.

SECURITY FOR FUNDED DEBT—Page 23.

(Page 57.)

CLASS OF BOND OR OBLIGATION—	WHAT ROAD MORTGAGED		Miles	Amount of Mortgage Per Mile of Line	What Equip-ment Mortg'd	What Income Mortgaged	What Securities Mortgaged
	From	To					
First mortgage bonds.....	Mankato.....	Red Wing.....	93.70	\$20,900	All.	None.	None.
	Faribault Jct.....	Faribault.....	2				
	Winona.....	Osage, Iowa.....	113.20	20,000			
	Simpson.....	Rochester, Minn.....	7.55				
	Red Wing.....	Zumbrota.....	25				
	Raybanks Jct.....	Raybanks.....	2				
	Red Wing.....	ever Pipe Works.....	1	20,000			
	Zumbrota.....	Rochester.....	26.53				

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EMPLOYEES AND SALARIES—STATE OF MINNESOTA.

CLASS—	Number	Total No. of Days Worked	Total Yearly Compensation	Average Daily Compensation
General Officers	1	365	\$ 2,400.00	\$6.58
Other Officers	1	365	1,800.00	4.93
General Office Clerks	26	9,450	19,939.50	2.11
Station Agents	15	5,293	8,627.59	1.63
Other Station Men	12	4,380	18,790.20	4.23
Enginemen	12	4,330	11,125.20	2.54
Firemen	8	2,920	10,161.60	3.48
Conductors	18	6,570	17,305.60	2.56
Other Trainmen	4	1,460	4,672.00	3.20
Machinists	17	4,625	11,932.50	2.58
Carpenters	18	6,480	16,394.40	2.53
Other Shopmen	40	14,600	21,900.00	1.50
Section foremen	115	16,600	25,308.00	1.53
Other Trackmen	4	1,460	3,620.80	2.48
Switchmen, Flagmen and Watchmen	4	1,460	2,900.00	1.99
Telegraph Operators and Dispatchers	10	1,210	1,815.00	1.50
Employees—Account Floating Equipment	15	2,750	6,902.51	2.51
All other Employees and Laborers				
Total (including "General Officers")—				
Minnesota	320	84,378	\$ 185,684.90	\$2.20
Less "General Officers"	1	365	2,400.00	6.58
Total (excluding "General Officers")—				
Minnesota	319	84,013	\$ 183,284.90	\$2.18
DISTRIBUTION OF ABOVE:				
General Administration	2	730	4,200.00	5.75
Maintenance of Way and Structures	180	35,160	56,015.51	1.59
Maintenance of Equipment	39	12,565	32,998.90	2.63
Conducting Transportation	99	35,923	92,470.49	2.58
Total (including "General Officers")				
Minnesota	320	84,378	\$ 185,684.90	\$2.20
Less "General Officers"	1	365	2,400.00	6.58
Total (excluding "General Officers")—				
Minnesota	319	84,013	\$ 183,284.90	\$2.18

30 REPORT RAILROAD AND WAREHOUSE COMMISSION.

(Page 61A)

TRAFFIC AND MILEAGE STATISTICS—STATE OF MINNESOTA.

ITEM—	Column for No. Passen- gers, Tonnage, Car Mileage, No. Cars, etc.	Columns for Revenue and Rates.
		Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue.....	240,474	
Number of passengers carried one mile.....	5,333,240	
Number of passengers carried one mile per mile of road.....	21,868	
Average distance carried..... miles.....	22.18	
Total passenger revenue—page 35.....		136,659.09
Average amount received from each passenger.....		56.8
Average receipts per passenger per mile.....		02.56
Total passenger earnings—Page 35.....		162,138.75
Passenger earnings per mile of road.....		705.87
Passenger earnings per train mile.....		66.5
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue page 63.....	484,223	
Number of tons carried one mile.....	19,417,399	
Number of tons carried one mile per mile of road.....	85,426	
Average distance haul of one ton..... miles.....	40.10	
Total freight revenue—page 35.....		429,317.83
Average amount received for each ton of freight.....		88.66
Average receipts per ton per mile.....		02.210
Total freight earnings—page 35.....		429,317.83
Freight earnings per mile of road.....		1,869.03
Freight earnings per train mile.....		1.98.9
TOTAL TRAFFIC—		
Gross earnings from operation—page 35.....		598,923.47
Gross earnings from operation per mile of road.....		2,535.65
Gross earnings from operation per train mile.....		1.29.8
Operating expenses—page 45.....		354,836.49
Operating expenses per mile of road.....		1,544.79
Operating expenses per train mile.....		77.53
Income from operation—page 31.....		243,987.52
Income from operation per mile of road.....		1,062.11
CAR MILEAGE, ETC.—		
Mileage of passenger cars.....	626,234	
Average number of passenger cars per train mile.....	2.57	
Average number of passengers per train mile.....	22	
Mileage of loaded freight cars—North or East.....	882,630	
Mileage of loaded freight cars—South or West.....	850,706	
Mileage of empty freight cars—North or East.....	235,694	
Mileage of empty freight cars—South or West.....	209,589	
Average number of freight cars per train mile.....	10.09	
Average number of loaded cars per train mile.....	8.02	
Average number of empty cars per train mile.....	2.07	
Average number of tons of freight per train mile.....	89.90	
Average number of tons of freight per loaded car mile.....	11.00	
Average mileage operated during year.....	227.70	
	Miles.	Miles.
TRAIN MILEAGE—		
Mileage of revenue passenger trains.....		241,670
Mileage of locomotives employed in "helping" passenger trains.....		
Percentage of "helping" to revenue train mileage.....		
Mileage of revenue mixed trains.....		2,001
Mileage of revenue freight trains.....		213,884
Mileage of locomotives employed in "helping" mixed and freight trains.....		
Percentage of "helping" to revenue train mileage.....		
Total revenue train mileage.....		457,555
Mileage of nonrevenue trains.....		

Page 61.)

TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE.

ITEM—	Column for No. Passen- gers, Tonnage, Car Mileage, No. Cars, etc.	Columns for Revenue and Rates. Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue...	262,018	
Number of passengers carried one mile.....	5,588,533	
Number of passengers carried one mile per mile of road	22,071	
Average distance carried, miles.....	21.33	
Total passenger revenue—Page 35.....		143,756.24
Average amount received from each passenger.....		.56.5
Average receipts per passenger per mile.....		.02.57
Total passenger earnings—page 35.....		172,214.43
Passenger earnings per mile of road.....		680.15
Passenger earnings per train mile.....		.65.576
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue— Page 63.....	500,425	
Number of tons carried one mile.....	20,257,066	
Number of tons carried one mile per mile of road.....	80,004	
Average distance haul of one ton, miles.....	40.47	
Total freight revenue—Page 35.....		451,353
Average amount received for each ton of freight.....		.90.19
Average receipts per ton per mile.....		.02.223
Total freight earnings—Page 35.....		451,353
Freight earnings per mile of road.....		1,782.59
Freight earnings per train mile.....		2.08.94
TOTAL TRAFFIC—		
Gross earnings from operation—Page 35.....		625,452.21
Gross earnings from operation per mile of road.....		2,470.19
Gross earnings from operation per train mile.....		1.31.2
Operating expenses—Page 45.....		381,484.69
Operating expenses per mile of road.....		1,506.65
Operating expenses per train mile.....		.80.06
Income from operation—Page 31.....		244,763.70
Income from operation per mile of road.....		966.68
CAR MILEAGE, ETC.—		
Mileage of passenger cars.....	685,002	
Average number of passenger cars per train mile.....	2.37	
Average number of passengers per train mile.....	21	
Mileage of loaded freight cars—North or East.....	769,572	
Mileage of loaded freight cars—South or West.....	749,746	
Mileage of empty freight cars—North or East.....	253,357	
Mileage of empty freight cars—South or West.....	229,201	
Average number of freight cars per train mile.....	9.27	
Average number of loaded cars per train mile.....	7.03	
Average number of empty cars per train mile.....	2.24	
Average number of tons of freight per train mile.....	90.00	
Average number of tons of freight per loaded car mile.....	13.00	
Average mileage operated during year.....	253.02	
	Miles.	Miles.
TRAIN MILEAGE—		
Mileage of revenue passenger trains.....		260,481
Mileage of locomotives employed in "helping" passen- ger trains.....		2,136
Percentage of "helping" to revenue train mileage, per cent.....		213,884
Mileage of revenue mixed trains.....		
Mileage of revenue freight trains.....		
Mileage of locomotives employed in "helping" mixed and freight trains.....		
Percentage of "helping" to revenue train mileage, per cent.....		
Total revenue train mileage.....		476,501
Mileage of nonrevenue trains.....		

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FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

COMMODITY—	Freight Originat- ing on this Road Tons.	Freight Received from Con- necting Roads and Other Carriers. Tons.	Total Freight Tonnage.	
			Whole Tons.	Per Cent.
Products of Agriculture—				
Grain			84,972	17.54
Flour			45,891	9.48
Other mill products			5,163	1.07
Hay			4,305	.89
Tobacco			540	.11
Cotton			11,778	2.42
Fruit and vegetables				
Products of Animals—				
Live stock			27,396	5.66
Dressed Meats			8,985	1.86
Other packing-house products			11,751	2.46
Poultry, game and fish			861	.18
Wool			273	.06
Hides and leather			1,606	.32
Products of Mines—				
Anthracite coal			58,047	11.99
Bituminous coal				
Coke				
Ores			22,890	4.73
Stone, sand and other like articles				
Products of Forest—				
Lumber			28,245	5.83
			15,300	3.16
Manufactures—				
Petroleum and other oils			8,778	1.82
Sugar			4,350	.90
Naval stores				
Iron, pig and bloom			4,500	.95
Iron and steel rails			990	.20
Other castings and machinery			4,917	1.02
Bar and sheet metal			1,077	.22
Cement, brick and lime			10,011	2.06
Agricultural implements			1,685	.34
Wagons, carriages, tools, etc.			1,944	.40
Wines, liquors and beers			1,560	.32
Household goods and furniture			3,015	.62
Merchandise			28,428	5.87
Miscellaneous—				
Other commodities not mentioned above			84,986	17.55
Total Tonnage—Entire Line			484,223	100.00

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DESCRIPTION OF EQUIPMENT.

ITEM.	No. Added During Year	Total No. at End of Year	Equipment Fitted With Train Brake		Equipment Fitted With Automatic Coupler	
			No.	Name	No.	Name
Locomotives—Owned and leased						
Passenger.....		2	2	Westinghouse.....	2	Hein.
Freight.....		7	5	Westinghouse.....	4	Hein.
Switching.....			2	New York.....	3	Janney.
Total locomotives in service.		9	9		9	
Less locomotives leased.....						
Total locomotives owned.....						
Cars—Owned and leased—						
In Passenger Service—						
First-class cars.....		5	5	Westinghouse.....	1	Miller.
Second-class cars.....					4	Janney.
Combination cars.....		3	3	Westinghouse.....	1	Miller.
Emigrant cars.....					2	Janney.
Dining cars.....						
Parlor cars.....						
Sleeping cars.....						
Baggage, express and postal cars.....						
Other cars in passenger serv- ice.....		1	1	New York.....	1	Hein.
Total.....		9	9		8	
In Freight Service—						
Box cars.....		208	103	New York.....	60	St. Louis.
Flat cars.....		98	10	Westinghouse.....	45	Hein.
Stock cars.....					48	St. Louis.
Coal cars.....		10	1	New York.....	38	Hein.
Tank cars.....						
Refrigerator cars.....						
Other cars in freight service.						
Total.....		316	129		316	
In Company's Service—						
Officers' and pay cars.....						
Gravel cars.....						
Derrick cars.....						
Caboose cars.....	6	10			6	Tower.
Other road cars.....					4	Varners.
Total.....		10	129		326	
Total cars in service.....		335	138		335	
Less cars leased.....						
Total cars owned.....		335	138		335	
Cars contributed to fast freight line service.....						

MILEAGE.

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REPORT RAILROAD AND WAREHOUSE COMMISSION.

Mileage of Road Operated (All Tracks).

LINE IN USE—	Line Represented by Capital Stock		Line of Proprietary Companies	Line Operated Under Lease	Line Operated Under Contract, Trackage Etc.	Line Operated Under Rights	Total Mileage Operated	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs							Iron	Steel
Miles of single track.....	288.00	3					271.00			271.00
Miles of second track.....										
Miles of third track.....										
Miles of fourth track.....	38.25						38.25			38.25
Miles of yard track and sidings.....										
Total mileage operated (all tracks).....	306.25	3					306.25			306.25

B. Mileage of Line Operated by States and Territories (Single Track).

State or Territory—	Line Represented by Capital Stock	Line of Proprietary Companies	Line Operated Under Lease	Line Operated Under Contract, Trackage Etc.	Line Operated Under Rights	Total Mileage Operated	New Line Constructed During Year	RAILS	
								Iron	Steel
Minnesota.....	279.70	3				282.70			
Iowa.....	26.55					26.55			
Total mileage operated (single track)....	306.25	3				306.25			

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OR TERRITORY—	Line Represented by Capital Stock		Line of Proprietary Companies	Line Operated Under Lease	Line Operated Under Contract, Trackage Etc.	Line Operated Under Rights	Total Mileage Owned	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs							Iron	Steel
Minnesota.....	279.70	3					282.70			
Iowa.....	26.55						26.55			
Total mileage owned (single track).....	306.25	3					306.25			

MILEAGE—STATE OF MINNESOTA.

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Mileage of Road Operated (All Tracks).

LINE IN USE—	Line Represented by Capital Stock		Line of Proprietary Companies	Line Operated Under Lease	Line Operated Under Contract Etc.	Line Operated Under Trackage Rights	Total Mileage Operated	New Line Constructed During Year	RAILS	
	Main Line	Branches and Spurs							Iron	Steel
Miles of single track	244.50	3					247.50			
Miles of second track										
Miles of third track										
Miles of fourth track	35.20						35.20			
Miles of yard track and sidings										
Total Mileage Operated (all tracks) .	279.70	3					282.70			

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RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind	Tons	Weight Per Yard, Pounds	Av. Price Per Ton at Distribut'g Point, Dollars	Kind	Number	Av. Price at Distributing Point, Cents
Iron.....				Oak.....	49,320	67.4
Total ..				Pine.....	65	65.4
Steel.....				Cedar ..	184	67.4
Total..				Total	49,569	

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES—	Coal, Tons, Bituminous	Wood, Co ds, Hard	Wood, Cords, Soft	Total Fuel Consumed Tons	Miles Run	Average Pounds Consumed Per Mile
Passenger.....	12,172		395	12,569.5	243,671	101.52
Freight.....	10,053		346	10,206.0	213,384	95.43
Switching.....	2,309		31	2,324.5	14,472	199.99
Construction.....	1,973		15	1,990.5	53,736	73.71
Total.....	26,487		787	26,680.5	525,763	102.25
Average cost at distributing point.....	\$1.96		\$2.10			

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A. Accidents Resulting from the Movement of Trains, Locomotives or Cars.

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CHARACTERISTICS OF ROAD

(Page 73.)

WORKING DIVISIONS OR BRANCHES			ALIGNMENT			PROFILE						
From	To	Miles	Num- ber of Curves	Agg'ate Length of Curved Line	Length of Straight Line	Length of Level Line	Ascending Grades			Descending Grades		
				Miles	Miles		No.	Sum of Ascents	Aggregate Length of Ascending Grades	No.	Sum of Descents	Aggregate Length of Descending Grades
Red Wing	Mankato, Minn.	93.70	173	25.80	67.90	20.85	202	1,082.8	40.80	240	965.9	31.85
Faribault Jet	Faribault, Minn.	2.00	7	1.38	.62	.40	2	7.0	.40	2	24.0	1.20
Winona	O'Sage, I. wa.	113.20	173	30.96	82.24	24.50	73	195.2	52.00	70	118.4	36.70
Simpson	Rochester, Minn.	7.55	22	2.92	4.63	.70	2	25.0	.60	3	288.3	6.25
Red Wing	Zumbrota, Minn.	25.00	62	8.28	16.78	4.10	5	512.9	16.01	5	18.4	4.61
Claybank Jet	Claybank, Minn.	2.00	6	.95	1.05	.47	6	97.9	1.27	2	2.1	.26
Red Wing	Sewer Pipe Works, Minn.	1.00	4	.40	.60	.60	2	16.0	1.20	1	2.1	.21
Zumbrota	Rochester, Minn.	26.55	29	8.36	18.19	2.67	13	395.0	11.09	14	4.6	12.79
Total		271.00	376	79.05	192.01	54.39	365	2,330.9	122.37	337	1,433.8	88.97

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CHARACTERISTICS OF ROAD—Continued—STATE OF MINNESOTA.

Bridges, Trestles, Tunnels, Etc.

ITEM.	Number	Aggregate Length Feet	Minimum Length Feet	Maximum Length Feet	ITEM	Number	Height of Lowest Above Surface of Rail Ft. In.
Bridges					Overhead Highway Crossings—		
Stone					Bridges	1	21.6
Iron					Conduits		
Wooden	5	646			Trestles	16	20.0
Combination					Total	17	
Total	5	646			Overhead Railway Crossings—		
					Bridges		
					Conduits		
					Trestles	5	21.0
					Total	5	21.0
Trestles	238	30,980	6	1,161	Tunnels		
Tunnels							

Gauge of track. 4 feet 8½ inches. 271 miles.

TELEGRAPH.

A. Owned by Company Making This Report.

Miles of Line	Miles of Wire	Operated by This Co.		Operated by Another Company.		
		Miles of Line	Miles of Wire	Miles of Line	Miles of Wire	Name of Operating Co.
147.40	147.40	147.40	147.40	.....	.....

B. Owned by Another Company, but Located on Property of Road Making This Report.

Miles of Line	Miles of Wire	Name of Owner	Name of Operating Company
120.70	120.70	Western Union Telegraph Co.	Wis., Minn. & Pacific R. R. Co.

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TAXES AND ASSESSMENTS OF ALL KINDS.

For Reporting Company's Owned and Proprietary Lines.

STATE OR TERRITORY—	AD VALOREM TAX		SPECIFIC TAXES			On Prop- erty Owned not Used in Operation and Miscella- neous	Internal Revenue, U. S. Gov- ern- ment	Total
	On the Value of Real and Personal Property	On the Value of Stocks or Bonds, or on Valuation Based on Earn- ings, Dividends, or other Re- sults of Operation	On Stocks, Bonds, Loans, etc.	On Gross or Net Earn- ings, Reve- nue, or Dividends	On Traffic or Some Phys- ical Quality of Property Operated, or on Privilege			
Minnesota	\$15,856.31	\$15,856.31
Iowa	\$2,864.59	2,864.59
Total	\$2,864.59	\$15,856.31	\$18,720.90

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